Weather
Unsettled weather today. The maximum temperature yesterday was 76.1 and the minimum 72.3, the figures for the corresponding day last year being 81.6 and 73.2.

THE CHINA PRESS
大陸報

Today's paper consists of 42 pages in three sections

NO. 2399 VOL VIII. Registered at the Chinese P. O. for transmission "with special marks privileges in China" 己未年六月初二日 SHANGHAI, SUNDAY, JUNE 29, 1919 大正四年 第三種郵便物認可 20 CENTS

PEACE AT LAST! GERMANY SIGNS TREATY

PEKING INFORMED HOW CONSORTIUM PROPOSES TO ACT

Plans Contemplated By Four Power Group Sent To Government

PRINCIPLES GIVEN

Follow Along Lines Of American Memorandum Of June, 1918

TAKES OLD LOANS

General Object To Put Country's Finances Into Body's Hands

(*From Our Own Correspondent*)

Peking, June 25.—The plan of procedure for the new four Power Consortium agreed upon by the representatives of the British, American, French and Japanese banks at Paris on May 12 has been sent to the Chinese Government by the Chinese Minister to England and the Charge d'Affaires for China at Washington. The American Department of State is also sending through the Charge d'Affaires a copy of the inter-group agreement adopted by the new Consortium, which is a very lengthy document.

The principles adopted for the program of the new Consortium are in general those laid down by the American memorandum on the subject of last year, submitted in June, 1918. It will be remembered that this plan contained three main principles, that the new syndicate should include all leading financial interests in each country; that it should handle economic as well as political loans; and should take up all old loans and rights owned by members subscribing to it. These principles are qualified and enlarged by six others laid down in the final plan, which are as follows:

Six New Principles

"(1) Apart from industrial and railway loans which are already actually being carried out, all present and future loan agreements and options shall pertain to the new Consortium. If any loan contracts or options are held by financial interests not members of the Consortium, means shall be devised to induce them to hand these over.

"(2) When the four Powers shall have recognised the establishment of a Russian government, the Consortium shall be prepared to consider the inclusion of the Russian group.

"(3) It is hoped that the Belgian group may enter after the establishment of the new Consortium.

"(4) The groups composing the new Consortium each represent one national group only and may not act as agents for other national interests.

"(5) Industries and railways shall be dealt with as a comprehensive whole. The financial group composing the new Consortium shall instruct their representatives and engineers to suggest and submit a comprehensive program in preparation of execution.

"(6) The Japanese group shall participate on equal terms in the Hukuang railway loan."

Concerning Existing Loans

Apart from the technical safeguards in industrial enterprises incorporated in article (6) and the provisions for the future entry of Russia and Belgium into the privileges of financing China, where both these countries have such extensive interests, the main points of the articles lie in the provisions regarding existent loans and loans held by outside interests mentioned in articles (2) and (7). The first clause is interpreted to mean that loans for which money has already been handed out shall not be concerned in the Consortium. This includes several large railway loans held by Japanese interests, and various economic enterprises. The provision regarding the Hukuang railway loan, which has been concluded but for which money has not been paid, exemplifies such a case.

Various attacks have appeared in some foreign controlled newspapers in Peking on the plans of the new Consortium, claiming that it will perpetuate existing spheres of influence, and that it will pave the way for the internationalisation of railways scheme which the press has already attacked as spreading a net of foreign influence over China. It is necessary to point out the direct fallacy of these statements. On the contrary, the plans for international loans instead of those contracted by single and unresponsible governments and parties as heretofore will prevent loans being made on too

(Continued on Page 4)

American Chamber Protests To The Municipal Council Against Licensing Of Press

Commercial Body In Letter Characterises Proposed By-law As Contrary To The Constitution Of The United States

The American Chamber of Commerce yesterday registered its opposition to the proposed Municipal by-law to license the local press, which will come before a special ratepayers' meeting on July 10, characterising it as contrary to the principles of the Constitution of the United States and stating that American ratepayers could not support the measure.

The following letter has been sent by the Chamber to the Municipal Council:

Shanghai, June 26, 1919.

Secretary,
Shanghai Municipal Council,
Local.

Dear Sir.—The attention of the American Chamber of Commerce of China has been called to the proposed amended by-laws to be submitted to the ratepayers whereby newspapers and printing offices are to be licensed. The proposed action is covered in the Municipal Gazette for Thursday, June 26 on page 209, and reads as follows:

"The omission to provide for the licensing of the Press and of printing establishments, etc., must be considered serious. That the Council should be vested with every power necessary to the preservation of peace and good order within the Settlement was amply demonstrated in the recent student unrest which ultimately extended to the merchant and laboring classes of the Chinese Community. In particular, it is essential that the Council should have full power of immediate action, without recourse to any other Authority, to prevent the publication of any printed matter of a character calculated to incite to a breach of the peace. Accordingly the Council will submit the Consular Body's text of By-laws for the Ratepayer's approval, with the following words inserted in By-law XXXIV between the words "goats" and "to sell" viz—"or carry on the business of a printer, lithographer or engraver or print or publish any newspaper or periodical."

This proposed regulation is contrary to American principles and is one which Americans cannot support. To this end we call your attention to Article 1, under the Amendments to the Constitution of the United States of America as follows:

"Congress shall make no law . . . . . abridging the freedom of speech or of the press; or the right of the people peaceably to assemble, and to petition the Government for a redress of grievances."

Americans feel that the right of free speech and a free press are safeguards of their liberty, and they cannot do other than oppose attempts to deprive themselves as well as the Chinese of these rights. The operation of this law would create an intolerable situation in Shanghai since it would transfer to the Municipal Council and especially to the Municipal police full authority to regulate and suppress any American publication which the Municipal police might consider had violated its regulations.

The proposal to license newspapers and printing offices in the International Settlement would have the effect of establishing a permanent official censorship on all newspapers and other publications here. It would place in the hands of a small body of men complete power to close up any newspaper, foreign or Chinese, forbid the publication of any book, pamphlet or circular and to exercise this great power without recourse or appeal.

We desire especially to call to your attention the fact that Shanghai is the publishing center of China and the proposed by-law would immediately tend to destroy at once the Good Will value of every newspaper and magazine in this city. The printing and publishing business and allied industries constitute one of the largest elements in the business life of this community. The enactment of this by-law would at once tend to kill this important industry that means so much to the future development of China.

For the reasons mentioned in the foregoing and for many others affecting the liberties of the people of this city which we might mention, we trust you will understand our position in this matter—which in our opinion is also the opinion of most of the liberal minded citizens of this city and China in general.

Thanking you, we are
Very truly yours,
American Chamber of Commerce of China.
(Signed) J. B. POWELL,
Secretary.

-:- TO THE DREGS -:-

—*Kirby in The New York World*

ALLIES TAKING UP STEPS TO FOLLOW TREATY'S SIGNING

President Wilson Planning To Leave For Home Immediately

TURKS GET REPLY

Assurance Empire Is To Be Kept Intact Refused By Clemenceau

DEAL WITH KAISER

Action To Be Taken With William II Discussed By Big Four

EXTRA—4 a.m.

(*Reuter's Service*)

Paris, June 28.—(By cable, urgent). The Treaty of Peace has been signed.

(*French Wireless To Reuter*)

Paris, June 27.—(Via Koukaza).—Arrangements are being made for illuminations throughout the provinces following the signature of the Treaty of Peace at 3 p.m. on Saturday.

President Wilson will leave Paris immediately on his return to the United States.

No Assurances Given Turks

M. Clemenceau has replied to the Ottoman Mission's note refusing to guarantee the integrity of Turkish territory.

The Big Four is busy discussing the question of William II.

Heimhausen Is Authorised To Be Germany's Spokesman

(*Reuter's Service*)

London, June 22.—A German note has been received which appoints Haniel Heimhausen as Germany's delegate to make explanations, receive counter-explanations and direct negotiations. M. Clemenceau, President Wilson and Mr. Lloyd George are now considering a note drafting their answer.

It is understood that the Germans are ready to sign the Treaty without recognising the responsibility for the war or undertaking to surrender the guilty persons whom the Allies have named. It is understood that the Allies are not prepared to accept any conditions and unless the Germans sign unconditionally, the Allied armies will proceed after seven o'clock this evening.

Vote In Weimar Assembly

Berlin, June 22.—A message from Weimar states that the National Assembly has passed a resolution by 237 votes to 138 agreeing to sign the Treaty.

Announcement From Bauer

Amsterdam, June 22.—A message from Weimar states that in the National Assembly Herr Bauer declared that the Government had decided to sign the Treaty provided it was ratified by the National Assembly.

News Sent To Paris

London, June 21.—The Paris correspondent of the Daily Telegraph in a message sent yesterday states that the news was officially telegraphed from Berlin to Paris at noon today that the new Erzberger Government had decided to sign the Treaty of Peace.

Scheidemann's Vote Decisive

Berlin, June 21.—It was Herr Scheidemann's casting vote that gave the Cabinet a majority against signing the Peace Treaty.

Note Conflict Cleared

London, June 21.—It was announced in Paris yesterday evening that no communication had been received from the Germans asking for an extension of the time limit. What happened, according to a message from Berlin, was that a note from Count von Brockdorff-Rantzau was handed to M. Clemenceau yesterday pointing out the contradictions between the Allies' covering note of the 16th and the altered text of the Treaty and also the difference between the latter and the copy re-

FRENCH METAL WORKERS STRIKE AT ARGENTEUIL

Troubles In Mines Are Being Adjusted Rapidly And Men Go Back To Work

(*Reuter's Service*)

Paris, June 21.—An official note states that the general strike of the French miners is rapidly ending as a bill has been unanimously adopted in the Chamber of Deputies that the eight-hour day in the mines should count from the time of the first miner going down to the time of the last miner coming up.

Metal Workers Strike

Paris, June 20.—Striking metallurgists have forced the Dunlop works at Argenteuil to close. Troops were brought up and several of the strikers were wounded.

Lloyd George Back From Trip To Verdun

(*Reuter's Service*)

London, June 21.—Mr. Lloyd George and party have returned after a two days' visit to the battlefields of Verdun.

Sees France Victorious

Paris, June 21.—Lunching at Verdun, Mr. Lloyd George said, "France is devastated but victorious and glorious."

Asquith At Edinburgh Talks Of Home Rule

Ireland, He Says, Has Advanced To First Place In Arena Of Politics

(*Reuter's Service*)

London, June 21.—Mr. Asquith speaking at Edinburgh declared that home rule was necessary for Scotland. As for Ireland it had advanced to the first place in the political arena.

SWISS MOVE TO CHECK INFLUX FROM GERMANY

Measures Are Taken To Cope With Disturbances That May Follow Signing

(*Reuter's Service*)

Berne, June 19.—It is announced that, in view of the possibility of disturbances in Germany during the period in which Germany must accept or refuse the Terms of Peace and in order to obviate the danger of great masses of people flocking from Germany into Switzerland, the Federal Council has placed a large force of troops on a war footing to guard the northern frontier of Switzerland.

AEROPLANE LINEN SALE STARTLES LONDON TRADE

Purchaser Indicates That He Is Aiming Move At Belfast Manufacturers

(*Reuter's Service*)

London, June 20.—The purchase by a London merchant named Leonard Martin of 40 million yards of aeroplane linen for the sum of £4,000,000 has caused a sensation. The purchaser, interviewed, said that he intended to dispose of the material at a price which would cause perturbation not only among Belfast linen manufacturers but also on the Manchester cotton market because he would try to sell the material at the price of cotton.

Bolshevist Cruiser Not Submarine Victim

Denied That British Craft Sank Oleg Which Probably Was Sent Down By Mine

(*Reuter's Service*)

London, June 21.—Reuter's Agency learns that a British submarine did not sink the Russian cruiser Oleg, which was probably mined.

ITALIAN ENVOY IN PEKING MADE FOREIGN MINISTER

Will Take Principal Portfolio In Cabinet Succeeding Orlando Government

CHINA PRESS OWN SERVICE

Peking, June 28.—Signor Carlo Garbasso, Italian Minister to Peking, has been appointed Foreign Minister in the new Italian Cabinet. He sails from Shanghai for Rome in July.

SCAPA FLOW SINKINGS ARE SUBJECT OF REPORT

German Rear Admiral And Men Who Scuttled Warships Are In Custody

(*Reuter's Service*)

London, June 21.—Official. All the interned German battleships and battle cruisers at Scapa Flow have been sunk except the battleship Baden. Five light cruisers have been sunk and the remaining three beached by local tugs. Eighteen destroyers have been beached, four are afloat and the rest have been sunk.

The German rear admiral and most of the Germans from the ships are in custody on board His Majesty's ships. Some of the boats from the ships refused to stop when ordered and were fired on, a small number of Germans being killed or wounded.

In accordance with the terms of the armistice, the German ships were interned with skeleton German crews as caretakers and without British guards aboard.

Planned To Take Ships

Edinburgh, June 21.—Arrangements had been made to board the German fleet at Scapa Flow on Monday should the Peace be signed, as the ships would then automatically pass to the Allies, but the German crews anticipated matters.

Arab Force Defeated In British Attack

Two Hundred Prisoners Taken From Kurdish Chief And Soldiers Freed

(*Reuter's Service*)

London, June 21.—Official. A British force has defeated the Kurdish Sheik mentioned on May 29, taking 200 prisoners and rescuing all the British prisoners in his hands.

Navy, Not League, Is Britain's Mainstay, Says Premier Hughes

Australian Government Head Delivers Address At Farewell Luncheon

(*Reuter's Service*)

London, June 20.—Speaking at a farewell luncheon given by the British Empire League in London, Mr. W. M. Hughes, Premier of Australia, emphasised the necessity of depending on the British navy for the defense of the Empire rather than on the League of Nations.

He declared that the material ties of the Empire were trade and defense and unless there was an Imperial system of defense the Empire was but the fabric of a dream. He welcomed the League of Nations but if the Empire was suddenly and unexpectedly attacked the League of Nations would only put its machinery in motion after a prolonged discussion of merits and differences and meanwhile where would we be?

He enjoined the people not to abandon the substance for the shadow. The people who talked most about Nationalism today were the Bolshevists, whose way to settle disputes was with the sword. If the League of Nations meant the power of the League to control the movements of the British navy when the Empire required its aid, then that was the beginning of the end of the Empire.

MILLS IN LANCASHIRE ARE CLOSED BY STRIKE

Dispute Over Hours And Wages Brings Manchester's Business To A Standstill

(*Reuter's Service*)

London, June 21.—All the Lancashire cotton mills have closed down in consequence of a dispute concerning wages and hours, sixty million spindles and thousands of looms have stopped working, business in Manchester is at a standstill and stocks are at a premium.

The Minister of Labor has invited the disputants to meet immediately with a view to considering submission of the dispute to arbitration

WILSON BACK IN PARIS

(*Reuter's Service*)

Paris, June 29.—President Wilson and Mrs. Wilson have returned.

TO DISCUSS CAMPAIGN FOR AMERICAN SCHOOL

Committee In Charge Of Campaign To Complete Final Plans At Meeting Tomorrow

The general committee in charge of the American School campaign will hold a meeting at the Columbia Country Club tomorrow afternoon when final plans for the actual drive for funds for the institution will be discussed. The meeting will start at 5:30 o'clock.

American organisations and firms are asked to send the names of all Americans, both in the interior and outports as well as Shanghai, to the secretary of the committee.

Marshal Foch's Army Was Ready To Move

Plans Had Been Completed To Enter Big Industrial Centers Near Border

(*Reuter's Service*)

Paris, June 21.—Marshal Foch has 750,000 men ready to advance from the Rhine and it will be a simple matter to occupy Frankfort, which is the financial center of Germany, Posen, with the enormous Krupp works, and the great industrial area of Westphalia, within a few hours.

GERMAN DELEGATES BURN SCHEIDEMANN'S NOTES

Traces Of German Opposition To Treaty Destroyed When Ministry Falls

(*Reuter's Service*)

Paris, June 21.—Le Matin states that when the German Delegation at Versailles learned of Herr Schiedemann's resignation, acting on orders, they immediately burned all papers and correspondence exchanged between Count von Brockdorff-Rantzau and Herr Scheidemann, thus wiping out the traces of Germany's opposition to the Treaty.

The Germans asked the Council of Four whether M. Clemenceau's note explaining the reparation clauses was a binding part of the Treaty. The reparation experts were called into Council for a discussion on the subject.

ceived on the 7th. The last note asks that these contradictions be cleared up in writing before the expiry of the time limit.

When Paris Awaited Reply

Paris, June 20.—No communication had been received from the German Peace delegation till noon today, either with regard to the acceptance or rejection of the Treaty. The Daily Telegraph report was apparently based on the news that the German Cabinet is divided, with Herr Erzberger in favor of signing the Treaty.

PEKING IS DISTURBED BY MOVES IN MONGOLIA

Forces To Be Sent To Combat Semenoff's Efforts To Stir Up Rebellion

(From Our Own Correspondent)

Peking, June 24.—Reports from foreign sources in Outer Mongolia indicate that General Semenoff has had two personal representatives, one Russian and one Buriat, in Urga for the past month, and that the object of these agents has been to bring the Mongolian Government into closer touch with the avowed Pan-Mongolian aspirations of Semenoff.

The two emissaries reached Urga about May 15 and at once entered into negotiations with the Mongolian Foreign Minister for an alliance between his government and Semenoff for the establishment of an independent Mongolian state. They informed the Foreign Minister that both the United States and Japan favored an independent Mongolia and that the Mongolian princes should heed the wishes of these countries and of Semenoff. While expressing the hope that the Foreign Minister would convey this information to his government and that the government would act upon it in a favorable sense, the two delegates stated that General Semenoff was so desirous of forming an independent state in Mongolia that he was prepared to carry his wish into effect either with or without the co-operation or consent of the Mongolians themselves.

Invasion Is Threatened

In the latter event the delegates told the Foreign Minister at Urga that Semenoff would invade Outer Mongolia at the head of a completely equipped, well trained and mobile force of 5,000 men who would march straight into Urga if necessary; and that the Mongolians would be well advised to co-operate with, rather than to resist, Semenoff. Up to the time of writing the Mongolian Government has made no reply to the proposals of the Semenoff agents and the attitude of the Mongolian leaders throughout has been one of indifference to anything that the Cossack leader may try to do.

The fact of the situation as far as Semenoff is concerned is that he has the support of neither the American nor the Japanese governments in his Mongolian aspirations. The American Government has from the very start refrained from aiding or encouraging Semenoff in his Mongolian and Siberian plans, with the result that Semenoff has shown his dislike for all things American in endless petty acts of tyranny, culminating in the detention of Consul-General Harris at Dauria Station last month.

Loses Support Of Japanese

The Japanese, who at one time found it useful to support Semenoff, whom they regarded as a convenient buffer against Bolshevist activities in Trans-Baikalia, have for the past few months been constantly withdrawing their support from him. The growing strength of the Koltchak Government, which the Japanese have agreed to recognise, has been one reason for their dropping Semenoff's cause; and another reason has been that Semenoff's Mongolian ambitions have been most embarrassing to Japan, which cannot support any such movement without alienating the sympathies of their militarist friends in Peking. The Chinese cling to such sovereignty as they have over Mongolia with great tenacity, and any measures by Japan, or any other country, tending to loosen China's hold on Mongolia would greatly weaken their author in Peking.

Semenoff's statements, through his delegates, to the Mongolian Foreign Minister are therefore nothing more nor less than a bluff. America never has supported him, and Japan, if she has done so in the past, will do so no longer. Furthermore, Semenoff has not got 5,000 men at his disposal, and the 2,500 to 3,000 troops which he has under arms, while possibly a mobile force, are neither well disciplined nor well equipped. His regiments at Dauria are a heterogeneous mixture of Russian Cossacks, Buriats, Mongols, Chinese, Koreans and what not, many of the men are ex-convicts and the entire force knows neither law nor obedience. It is because the Mongolian leaders are aware of these facts that they are still sitting tight and awaiting developments.

Situation Worries Peking

The Russian and Chinese authorities in Peking are, however, considerably worried over the Mongolian situation, their great fear being that Semenoff's delegates may succeed sooner or later in causing a panic among the Mongolians. For this reason the Chinese Government has just ordered the military governors of Fengtien, Kirin, Heilungkiang, Chahar and Kweihua to send detachments of troops to Chen Yi, the Chinese Resident at Urga, who has been asking for help for the past three months. These forces are to set out for Urga before the end of this month and will be under the immediate orders of General Hsu Shu-cheng, the High Commissioner for the Defense of the Northern and Western frontiers. General Hsu is to be appointed concurrently as Commander-in-Chief of the Forces for the Relief of the Northwestern frontiers, and a mandate gazetting this appointment will appear tomorrow. A sum of $200,000 has likewise been appropriated by the Government in order to enable Chen Yi to meet the military expenses involved in the defense of the frontiers.

The Central Government has received repeated telegrams from the Commissioner for Foreign Affairs at Harbin and the Taoyin of Heiho urging that immediate steps be taken to obtain redress from the Russian Government for the robbery committed by Semenoff's troops against Chinese merchants last Winter. The merchants in question were relieved of 6,650,000 roubles on this occasion, and all attempts on the part of the Chinese officials to obtain indemnification for those who were robbed have hitherto proved unavailing.

The Peking Government has therefore decided to reimburse the despoiled merchants with an equivalent amount, totaling some $800,000, taken from the funds of the Boxer Indemnity due to the Russian Government unless the Omsk Government can see its way to settling the matter before the end of this month.

San Francisco Boys Make Bow At Astor

Columbia Park Club Lads Greeted By Big Crowd; Parade On Bund Today

Over 350 people crowded the Astor House ball room last night, heard the Columbia Park Boys' jazz band, saw the lads drill and witnessed a widely varied entertainment that consisted of dancing, singing, acrobatic work, tumbling, leaping, diving, comedy sketches and a splendid marching drill by the band. Hampered by the conditions under which they worked, the youngsters from San Francisco gave a neat, rollicking, lively entertainment. Rain prevented their appearance in the Palm Garden.

Bruce Wale, student president of the Polytechnic High School, told the audience why the boys were here, spoke of the values of education by travel and thanked the people of Shanghai for the reception.

The party arrived on the Tamba Maru yesterday afternoon and last night at the Astor House was their first appearance. They pleased and will crowd the Palm Garden again tonight. They will not appear at the ball room if the weather permits staging the entertainment in the open air.

If the rain holds off this morning, the lads will be taken on a sight-seeing tour of Shanghai, will parade and drill on the Bund at noon and will entertain and be entertained at the Columbia Country Club this afternoon at five o'clock. The baseball game has been abandoned.

Last night's program at the Astor House was in two parts, the band opening with a medley of marching airs, the boys marching up and down the center of the floor, with the audience crowded on either side. Marcel Nougier, Johnny West and Harrington McGowan, two diminutive lads with clear soprano voices sang popular songs; Charlie Markley and his four tumblers, Spellman, Artigues, Attell and Shultzburg, followed; Walter Harrison and Harry Edwards appeared in a comedy sketch, and a revue included several melodies made popular in the United States by the war. David Falk, Johnny West, Marcel Nougier, Ray O'Brien, Sam Clark, Jimmy O'Brien, Harrington McGowan were the soloists.

Dancers, the Whirling Arabs, 14 boys; Gus Conlan and Reuben Wilson in a sketch, "The Substitute;" and Jimmy O'Brien, who is the midget of the party, made up the second part.

Dancing following the entertainment with the boys' orchestra playing.

BANQUE INDUSTRIELLE HAS EXCELLENT YEAR

Dividend Of Ten Percent Paid; Net Profit Over Frs. 6,000,000

The annual meeting of the Banque Industrielle de Chine was held at Paris on June 20 when a ten percent dividend was voted to shareholders, according to telegraphic advices received from the head office of the bank.

Net profit for last year amounts to Frs. 6,027,000, out of which the dividend of ten pencent, representing Frs. 2,469,000 will be paid to the shareholders; the balance, Frs. 3,558,000, being partly placed to reserve account and partly carried forward.

This result was obtained on the former capital of the bank; whilst this year it is working on the increased capital Frs. 75,000,000 (half paid up).

O.V.B. OREGON'S VERY BEST
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RUSSIAN OFFENSIVES IN SOUTH PROGRESSING

General Weakening Of Lines Of Bolshevist Forces Is Reported

(Reuter's Service)

London, June 19.—Reuter's Agency learns that the offensives of the volunteer army in South Russia are continuing very successfully. They have captured Berdiansk, west of Mariupol, and recaptured Luganak, in the Donetz sector. Farther east the Don Cossacks have crossed the Don on a front of sixty miles southeast of Bogutchar and advanced forty to fifty miles beyond. The position of the Bolshevists at Astrakhan is difficult as their communications are threatened.

The Bolshevist advance on the Eastern front has slowed down and it is hoped that General Denikin's advance will necessitate a withdrawal of Bolshevist troops from this front, enabling Admiral Koltchak's army to recover and reorganise.

SYSTEM URGED TO END BRITISH LABOR TROUBLES

National Joint Committee Is Considering Proposal For Civil Service

(Reuter's Service)

London, June 19.—A National Joint Committee has been considering the application to the civil services of the so-called Whitley system for preventing and settling differences between employers and employed. It has unanimously recommended the establishment of a National Council of fifty-four members, appointed half by the Government and half by groups of Staff Associations, with subsidiary departmental councils with district committees and office or works committees.

British Committee To Direct Aviation

Report On Imperial Routes And Allied Subjects To Be Submitted

(Reuter's Service)

London, June 21.—The Air Ministry announces the appointment of a standing advisory committee on civil aviation to advise and report on the best method of organising Imperial air routes and other subjects relating to civil aviation. The chairman is Lord Weir of Eastwood, and a number of influential men are on the committee.

Dirigible Back From Cruise

London, June 21.—The Dirigible R-34 has returned to Haddington from a cruise of two thousand miles including Wilhelmshaven, Friderichshaven, the Kiel Canal, Hamburg, and the Baltic. It did not visit Berlin. It battled with a gale for 20 hours on its way home.

General Lu Forbids Meeting Of Students

Gathering To Protest Against Signing Of Treaty By China Can Not Be Held

The mass meeting scheduled to be called by the Students' Union at the Public Recreation Grounds, West Gate, today, will not take place on account of the opposition of General Lu Yung-hsiang, the local Defense Commissioner.

Following a preparatory meeting on the ground by certain merchants of West Shanghai, it was decided to call the meeting to demonstrate against the signing by China of the European peace treaty. But General Lu yesterday ordered the police authorities to suppress the gathering in view of the restlessness of the people since the recent strike.

JAPANESE TAKE WARSHIP INTO UNOPENED PORT

Move Reported To Peking By Tuchun Of Heilungkiang Is Not Explained

(From Our Own Correspondent)

Peking, June 24.—The Tuchun of Heilungkiang reports that a Russian man-of-war, flying the Japanese flag and carrying Japanese troops and military supplies has arrived at Heilungkiang and requested permission to land its troops and cargo on the strength of instructions issued by General Otani, the Japanese Commander-in-Chief in Siberia. Tuchun Pao reports that he has not given permission to land and asks the Government to protest to the Japanese Legation the unheralded arrival of a military vessel at a port not opened by treaty.

Capt. Eisler Leaves For United States

Lieut. Commander W. I. Eisler, U. S. N., naval intelligence officer here and marine superintendent of the Standard Oil Company, left for the United States yesterday afternoon on the Korea Maru, accompanied by Mrs. Eisler. He goes to Washington under orders and will then enjoy a vacation of six months.

The staff of the Standard Oil Company floating equipment presented him with huge silver punch bowl and G.$800 in Liberty Bonds on the eve of his departure. The bowl was inscribed "To Captain Whitney Irving Eisler, Marine Superintendent, from the staff of the floating equipment. From a loyal staff to a loyal friend."

Chinese Who Rioted Get Stiff Sentences

Terms Ranging From 18 Months To 3 Years Meted Out By Mixed Court

Stiff prison sentences were meted out by Assessor Hayashide and Magistrate Tsang yesterday to eight Chinese convicted in the Mixed Court of participating in assaults upon Japanese subjects during the recent strike.

In the case of two farmers and a carpenter charged with attempting to murder one Tashio Kakuma and assaulting one Wong Ching-ling near Ferry Road on June 10, two were ordered imprisoned for 18 months and one for 2 years. A cook and a tailor charged with assaults upon S. Kato and P. Minami drew sentences of 18 months each and two shoemakers charged with assaulting one Shintao Kondo in the Harbin Road district were given similar terms. In the latter case warrants were ordered to be issued for twelve other men. Lee Vong-dza, formerly a foreman in the Nagai Wata Kaisha Co. mills was sentenced to 3 years' imprisonment for intimidation of workers.

Three shopkeepers were fine $2 each for allowing posters endangering the peace of the Settlement to be placed on their leased premises and another was fined $3 for displaying a poster depicting Japanese soldiers burying Koreans alive.

China Political Notes From Chinese Press

It has been proposed by the Peking authorities to appoint Dr. C. T. Wang Chinese Minister to Paris when peace is signed and transfer Mr. Hu Wei-teh to the ministrial post in Tokio.

The Ministry of Finance has received reports from the Financial Bureau of Kiangsu and Chekiang that, on account of the strike, the income of the various revenue departments has been low and insufficient.

The Cabinet has decided to appoint Mr. Fei Yoh-chia Acting Civil Governor of Fukien.

The dispute between Fengtien and Kirin is expected to be settled through the mediation of the former Tuchun of Fengtien, General Chang Sih-lan. It has been decided not to remove Tuchun Meng En-yuan.

According to Chinese laborers who escaped from the Russian prison camps, over 1,000 Chinese workmen in Siberia and Mongolia have been killed by the Russian authorities. The Central Government Friday instructed Tuchun Yang Tseng-hsin of Sinkiang to investigate about the reports before formally bringing up the matter with the Russian Legation.

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PROPERTY IS ACQUIRED FOR Y.W.C.A. BUILDINGS

One Structure Is Being Built And National Headquarters Will Be Erected Later

Two desirable parcels of Shanghai property have been acquired by the Young Women's Christian Association recently—one for the future national headquarters building, the present site of the Balfour Buildings on Yuen Ming Yuen Road, and one for the housing of the training system for physical directors and later for all secretaries for China.

The Yuen Ming Yuen Road property will not be built upon for the present but the plan is to put up a modern office building to house the offices of the National Committee now located in rented quarters at 61 Range Road.

The Association's Normal School of Hygiene and Physical Education has long outgrown its quarters at Quinsan Road and buildings are being erected during the summer for use by the school in the fall, at the new property, 38 Tangshan Road. No large appropriation for the buildings has as yet been made so that only a beginning is being made upon what, it is hoped, will be a fine set of school buildings. The site contains eighteen mow of land on a part of which there is already a modern foreign residence which will house a part of the staff, and a beautiful garden.

The plan of the buildings soon to begin construction is along the line of the simple Chinese style of separate building units—three two-story units about a court forming three sides of a hollow square. One of these units will be the gymnasium, 40 by 60 feet long, with offices, dressing rooms, and hospital and isolation rooms housed at one end of the building. The gymnasium will be of uniform style and form with the other two units so that it can easily be converted into dormitories as the school grows and when adequate appropriation is made for a larger and better equipped gymnasium and swimming pool in a few years.

The other two units contain on the ground floor the dining and living room for the students, l brary, teachers' offices, class room and large study hall. The upper floor contains 16 dormitory rooms capable of housing about 60 students, baths and showers, and three rooms with private bath for faculty members.

Kitchen, laundry and servants' quarters are housed separately back of the dining room.

Each building unit is 71 by 40 feet, of brick with plaster surface, Chinese tile roof, and with attractive, wide windows.

The work of the school opening in the new quarters in September or October will be greatly facilitated in every way, and especially for outdoor sports. The grounds will contain two new tennis courts and a hockey field, also the garden for recreation.

News Brevities

The Columbia Country Club has announced a tennis tea dansant to take place at the Club grounds on Route Doumer on the afternoon of July 4.

• • •

The regular weekly Wednesday tennis tea dansant will not be held at the Columbia Country Club on July 2.

• • •

The headquarters of the Western Returned Studen's' Union have been moved from the Chinese Y. M. C. A. to 24 Hankow Road.

• • •

The British Postmaster desires to acknowledge with thanks the receipt of books, magazines, etc., for the British Forces from Mesdames S. Couling, W. J. Milne, W. A. Stursberg, Messrs. R. Grimshaw, M. O. Springfield, N. E. B. Ezra, D. P. Griffith, K. K. Johnson, F. L. Marshall, M. Algar, H. M. Gorton, W. M. MacNair, I. A. Donnelly, T. W. Tuckey (Pukow), H. B. M. Postal Agent, Tientsin, Butterfield and Swire, S.N.R., "W.S.J." and "A.M.D."

• • •

Messrs. H. James, A. Silberman and W. C. Woodfield leave for Manila on the Ecuador this morning They will join Nile Temple, Ancient Arabic Order, Noble to the Mystic Shrine.

Plan Of Consortium Is Sent To Peking

(Continued from Page 1)

large security or on interests essential to the integrity of China; they will ensure greater publicity and directness and straightforwardness in the contracting of such loans; and they will distinctly break down the sphere of influence divisions over the country by uniting the foreign investors in common ventures all over the country, and in breaking down the present competitive schemes for control in different spheres.

Advantages Are Pointed Out

Since the existing loans already partly paid out for industrial enterprises are to be left alone, it is evident that existing railways should not be included in any internationalisation scheme. The advantages coming to China from a uniting of foreign interests to spread all over the country an efficient railway service now so much needed are plain. Lines now projected by individual foreign nations, such as the continuation of the Manchurian lines started by Japan, and by America; the British proposed lines in the Yangtsze valley, and the Belgian and French lines in the south and far western provinces, these projects would be financed adequately by the Consortium and built on universal system and with efficient international management. China has everything to gain from putting such enterprises under international control.

Correspondence

Position Of Czecho-Slovak Force

Editor, THE CHINA PRESS

Sir,—In connection with the interesting lecture by Colonel Ward concerning the situation in Siberia, may I ask you to publish the following official communique which I have received from the Czecho-Slovak official press bureau Omsk.

Very truly yours,
M. ENGEL,
Delegate of Czecho-Slovak Government at Shanghai.

Shanghai, June 28, 1919.

The Czecho-Slovak troops who since May 15, 1918, were in continuous fighting against the Bolsheviki on the Ural and Volga fronts had been withdrawn in March from the front to the rear to be reorganised. It was at the time when the newly formed Siberian army became strong enough to keep the Bolshevik front themselves. After having stayed in the front lines for many months, doing enervating duty in swamps and forests, under constant danger, the Czecho-Slovaks wanted and deserved this rest.

But in spite of that rumors were spread by ignorant and interested people about the present inactivity of the Czecho-Slovaks. Fortunately the serious and authoritative Russian papers disapprove in strong terms of these rumors. So for instance the Russia Armia which in numerous articles appreciates the merits of the Czecho-Slovaks in the regeneration of Russia, saying, "Even if the Czecho-Slovaks have withdrawn from the front where they had been fighting for a very long time, their presence in the rear and the part they play in the reconstruction of the Government is invaluable. The maintenance of order and the safety of the Russian citizen is in many cases in their hands. The protection they are giving now to our railway communications and the efficiency with which they fulfill their many duties in every line forms a great help in the final conquering of Bolshevik-Teuton influence."

Besides the help given to Russia the Czecho-Slovaks took active part in the organisation of an independent Polish army and the most cordial relations are existing today between both armies. In 1919 a Rumanian Corps was formed out of Rumanian prisoners of war with the help of the Czecho-Slovaks which today, although commanded by a Czech Commander with many Czech officers, forms an independent and most efficient unit under the direct command of the commander-in-chief of the Allied troops. At the same time after the model of the Czecho-Slovak army a division of Carpathian Russians was established, and being entirely autonomous joined the newly formed Siberian army and is now fighting at the front. On this occasion the Supreme Council of the Carpathian Russians sent a deputation to the representative of the Czecho-Slovak Republic in Russia, in order to thank for the aid given by the Czechs in great difficulties and to express the hope, that the friendship cemented by the common bloodshed of both nations will last for ever.

Colonel Ward's Lecture

Editor, THE CHINA PRESS

Sir,—Having arrived in this city very recently from Siberia, where I was in intimate connection with the political and military situation since the Russian revolution, I have read the report of the lecture delivered by Colonel Ward yesterday night at the Masonic Hall with the greatest astonishment.

The impression gained from Colonel Ward's lecture is that the Czechs were retired from the front consequent upon Koltchak's appointment. This is not correct. The Czechs after having fought at the front under most difficult conditions and alone at a time when the new Russian army was still in its very infancy, were transfered to the rear solely for the purpose of rest and reorganisation.

Today their troops are the mainstay of the position of the Allies in Siberia and their withdrawal from the country would necessitate an Allied force of about 50,000 men (the fighting strength of the Czech army) to be thrown into Siberia.

Without in the least desiring to diminish the importance of the help given by the detachment of Colonel Ward, nevertheless I cannot let this opportunity pass without writing you this letter.

Thanking you for the courtesy of your space

I remain,
Sir,
yours faithfully,
DR. STAINSHAW STRZEMESCKI,
Vice President of Polish Military Committee in Siberia.

Shanghai, June 28, 1919.

What "Maru" Means

Editor, THE CHINA PRESS

Sir,—Referring to your previous article and letter in today's paper, what does "Maru" mean?

I have quite an interesting explanation to give you.

Queen Victoria many years ago made a present of a paddle wheel steam yacht to the Mikado.

It was the first steamer the Japanese had seen and an exhibition trial trip was given in Tokio Bay and witnessed by thousands of people.

During some of the evolutions of turning, etc., one of the paddle wheels carried away and the other continued working, consequently the rudder could not control her and she went round and round in a circle. The immense crowd called out "Maru, Maru" meaning going in a circle and steamers were then and ever after called "Marus."

I have been many years in Japan and heard the above from a very old foreign resident in Kobe.

In Kobe and Yokohama among the seafaring people, foreign and Japanese use the expression in reply to something like this: Say, Bill where are you going? Oh; Maru, Maru. Meaning just wandering round and round.

Yours faithfully,
E. B. S.

Shanghai, June 28, 1919.

The Press License

Editor, THE CHINA PRESS

Sir,—I hope you will do everything in your power to fight the amendment to the by-law about licensing newspapers in Shanghai. We are more than surprised to learn that the Municipal Council, dominated by a freedom-loving people, should propose the enactment of a law curtailing one of the most precious prerogatives of a free people. Unfortunately, we Chinese have no votes in this settlement. Otherwise, the Municipal Council will get an expression of public opinion which it will not soon forget. Your paper has been a friend to us in our times of need and we feel keenly our inability to help you. But I want you to know that we are with you in this fight and if there is any practical service that we can render you, you have but to announce it.

Sincerely yours,
T. Z. KOO.

Shanghai, June 28, 1919.

Final Call Of Docket In U.S. Court Tuesday

Calendar Of Cases To Be Called For Last Time Before Summer Adjournment

On Tuesday at 9:30 a.m. the calendar of cases pending and at issue in the United States Court for China will be called for the last time before the midsummer adjournment and all attorneys interested are expected to be present and arrange for the disposition of such cases which include:

Cause No. 777; Yut Sae Chang v. Arkell and Douglas.

Cause No. 675; Sino King Kee v. American Trading Co.

Cause No. 763; In re petition for Bankruptcy of American Food Manufacturing Company.

Cause No. 767; Shewan, Tomes and Co. v. Purnell and Paget.

St. John's Students Start Free School

A summer free school has been established by students of St. John's University at 844 Great Western Road. Chinese, arithmetic, elementary science, civics and English are taught between the hours 7:30 to 8:15 and 8:30 to 9:15 p.m. daily. Besides charging no tuition fees, books and stationery are furnished by the school, the running expenses of which are raised by the students of the university.

About forty students have already been registered and there is room for twenty more. The principal of the school is Mr. M. T. Tsu.

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80 cts. for 6 blades

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$15.00 per doz.

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Plain colours
$9.00 per doz.

"GILLETTE" RAZOR SETS
complete with 12 blades
Sale Price $8.00

MEN'S BATHING SUITS
$2.00 per suit

SHEETS
Size 76" by 90"
$4.50 per pair

"SIMMONS"
BRASS Bedsteads
3'6" Size, Usual price $45.00
SALE PRICE $28.00

Men's White Handkerchiefs
$2.50 per dozen

"ICY-HOT" FLASKS
Pint Size
$2.95

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all less 20%

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Pigeons' War Work On Land And Sea

Carriers Of Vital Messages Ever Since Battle Of The Marne In 1914

At the Ternes gate of Paris may be seen a memorial, the work of Bartholdi, on which is inscribed: "Monument to the Balloonists and Carrier Pigeons of 1870." What memorial will acknowledge the services of carrier pigeons in the world's war of 1914-1918 remains to be seen, but their work amid barrage fire, bursting shrapnel, the zip-zip of machine-gun bullets and the death destroying gases was of enormous value.

Carrier pigeons were used on all the battlefronts but their best work was on the Western front, from the Channel to the Swiss border and from the Alps to the Adriatic Gulf. They carried messages at the Marne, when the Huns were driven back by Marshal Joffre. Hundreds were used in the battle of the Yser, in Flanders, when the Belgiums and the French halted the German advance; and they made many and frequent trips in the first battle of Ypres, in the drive on the Channel ports when the British, French, and Belgians stopped the Germans decisively in the final battle at the close of 1914. They aided in the capture of Neuve Chapelle by the British and they died in numbers with the British Tommies at the second battle of Ypres, when the Germans advanced toward the Yser Canal using for the first time poisonous gas. Again the birds did valiant service when the French tried to break through in the Champagne in the Fall of 1915, and in the whole series of the Verdun attacks lasting through July, often times the only communications with men in advanced stations were the dogs that crept through the barrages and the carrier pigeons that returned with messages. Where telephone and wireless broke down, and men could not survive the storm of shell fire, it is recorded that 97 percent of the messages carried by carrier pigons came safely through. Unofficial figures place the number of carrier pigeons used in the war at half a million birds.

When the Germans retired to the "Hindenburg Line," it was carrier pigeons carried forward into the front advance lines that brought back the news of the retirement long before telephonic communication could be established. Through the whole area 1,300 square miles, on a front of 100 miles from Arras to Soissons, carrier pigeons did their work effectively. And wherever the Americans fought, at Cantigny, Chateau-Thierry, Torcy Bouresches, Belleau Wood, Conde-en-Brie, Buzancy, Jaulgonne, Fere-en-Tardenois, Bligne, Clerges, Villers-Argron, Fismes, Frapelle, Bazoches Juvigny, St. Mihiel, Argonne Forest—carrier pigeons were likewise on the job.

As carrier pigeons were used on land, they did similar duty in the air from airplanes and on and over the sea. It was estimated that close to 2,000 messages passed through the headquarters of the British Naval Pigeons Service—which has been used for sending information since mediaeval days. In the war which brought Germany to her knees the work of carrier pigeons has not been fully told. Here are some of the things they did:

A carrier pigeon aided in capturing a U-boat and her crew. A coast watcher on one of the loneliest parts of the west coast at sundown saw the tip of a periscope arise and then the conning tower of a U-boat. The underwater boat stopped, and the officers and crew were seen on deck. The lookout man tied a note bearing the information to the leg of a carrier pigeon and released it from his basket. The next morning a German submarine which had run out of gasoline, and its officers and crew were taken to a naval sub-base.

A British patrol boat was discovered by a German submarine and torpedoed and shelled. The skipper, having on board a carrier pigeon, wrote a brief massage telling his position and what had happened. As the boat sank, the skipper released the pigeon, and the skipper began swimming for some wreckage to cling to. The pigeon went up gradually in a spiral, and the Germans, seeing it, began shooting at the bird. The skipper, drifting on the wreckage, gave up hope when he saw the bird had been hit. Twenty miles away, however, it lighted on a patrolling destroyer, its silver-gray plumage specked with blood, its tail feathers shot away, and one of its wings wounded. The commanding officer read the message, the destroyer was rushed at full speed to the place indicated, and within three-quarters of an hour from the time that the pigeon was sent off, the officers and crew of the patrol were picked up where they clung to the wreckage.

A British seaplane sent the following message in duplicate by two pigeons at 7:24 a.m. one day:

"Am down off—. Rough sea."

Both pigeons arrived at the home port at 8 a.m. Half an hour later a vessel was on its way to the aviator's assistance.

On another occasion the crew of a flying boat met with difficulties. A pigeon was despatched. The bird had to battle against a strong head wind. It fought its way homeward and crossed the coast line, but the exertion was too great. It fell dead within a few miles of its home loft. The bird was picked up, the importance of its message realised, and aid arrived promptly.

An American at Liege, in writing of the German advance, told this incident:

"As I returned to the city, walking along the River Meuse, I saw one who, oblivious of war and its alarms, was dangling his legs over the water and peacefully fishing. The battle in the air, which he must have witnessed, had not moved him. The certainty that the Germans were only a few miles away had not concerned him. He smoked his pipe and placidly cast his line. It was soothing to overstrained nerves to see that chap, but it was only a few hours later that I learned a German spy had been arrested as he posed as a fisherman, with a creel full of carrier pigeons."

Another story reads:

"In the cowl, habit, and tonsure that mark the monk a young man told his beads aboard the train bound for Antwerp. And a woman, hardly more than a girl, kept her eyes fastened on the man of prayers. She studied the devotion with which his fingers slipped from decade to decade of the long, wellworn rosary that hung from the cincture about his waist. But, although his lips appeared to move in humble supplication, the woman saw that he had failed to kiss the cross. The lapse was significant.

"'Spy!' the girl hissed into the face of the alleged ascetic. In an instant two guards had seized the man and rushed him down the train corridor. The woman examined the small wicker basket behind in the seat. Lifting the lid, she found three pigeons. As a member of the Field Intelligence Staff of the French War Ministry she knew that at least three 'homers' would fail to return with military information to the lofts of the German posts."

A news despatch briefly summarised such a find thus:

"A German trawler was captured by a British warship near the Orkney Islands to the north of Scotland. She is believed to have been engaged in spying, as carrier pigeons were found on board."

Reference has alreay been made to the number of messages carried back to the French lines by carrier pigeons in the defense of Verdun. A pigeon captured by the French conveyed this information:

"The rolling fire of the enemy with guns of the heaviest caliber is such that Sectors S., C., and H. are to a great extent leveled. The garrison, including that of Sector V., is disorganised completely. Some of it has been obliged to fall back on the 83rd and 98th Regiments, which also had to retire.

"Sector V. (von Raun's) was subjected to such fire that its observation post was put out of order. All sorties are being bombarded and one is occupied constantly in replacing them.

"The battalion asks its immediate relief this evening by fresh troops. It can fight no longer.

"(Signed) First Lieutenant Steinbrecht."

Carrier pigeons tell headquarters of the progress of a battle. Here is a typical report when the French army fought along the Aisne:

"It immediately appeared that the destruction of the German defense had been accomplished with as much success as could be hoped for in so difficult a country. By 7:30 a.m. we learned by carrier pigeon and other means that the Chateau de la Motte on the French left near Allemant had been carried, and that at the center Malmaison Fort was taken. At 8:45 Allemant village had been occupied, the prisoners numbered a thousand, and the French assault troops were advancing across the central plateau toward Vaudesson and Mont Parnasse Quarry. At 10:30 the news was that they were at the north of Hill 173, the further spur of Malmaison Plateau, and in a quarry 220 yards west of the fort. By 2:45 p.m. the villages of Chavignon and Vaudesson, with several neighboring quarries lying on the northern edge of the Aisne hills, had been occupied. Chavignon was the furthest point contemplated in the plan and represented an advance of one and one-half miles made in the face of the best remaining troops of the German Empire."

While many carrier pigeons changed their habits of spiraling, finding it a dangerous practice and learned to fly back and then forward at an altitude comparatively low, camouflage aided birds considerably in getting back to their loft carrying with them messages from troops in front. At Fort Vaux, in the battle of Verdun, the Crown Prince's army had a special group of men shooting down carrier pigeons as they left the fort. The French officer, in charge of the birds, used dye on some of his birds and succeeded in deceiving the Germans into the belief that they were inconsequential blackbirds, the subterfuge resulting in many messages getting through safely.

And another story of Verdun. It was at Thiaumont, sixteen times taken, lost, and retaken. Wireless and telephones had long ceased to exist. No human being could cross the terrain. The commandant was in desperate need of communicating with the rear. Suddenly the glasses revealed a dog, crouching on its belly, crawling through the flashes and, in a moment of temporary lull leaping forward. On its back was a pannier. Nearer and nearer the dog came and prayers were involuntarily offered as the beast flattened out here and there in the debris for shelter. Another lull and the dog leaped forward and at last it scampered into Thiaumont with the pigeons in the panniers safe. On the dog's collar was this message: "We relieve you by attack on Froideterre, 3 p.m."

"Stop the German battery on our left. Here are the elements for pointing," was the written message of the commandant sent back by one of the pigeons. Another momentary lull and the pigeon is released. Dog and pigeon, faithful and distinguished friends of man, have done their work to save civilisation.

Socialists Doubtful About Noske Cabinet

Would Have Been Challenge, Is Believed, Had He Formed New Ministry

(Reuter's Service)

Berlin, June 21.—The Independent Socialists have declared that the Noske Cabinet which Paris expects to materialise will be a provocation of labor.

TIEN WEN-LIEH BECOMES ANFUITE CANDIDATE

Opposition To Chow Shu-mo For Premiership Due To His Connections

(Reuter's Pacific Service)

Peking, June 27.—The Anfu Club holds a meeting tomorrow at which the nomination of Tien Wen-lieh for the Premiership will be proposed. It is understood that Tuan Chi-jui has telegraphed to the Tuchuns strongly recommending Tien Wen-lieh and some of the Tuchuns have already replied expressing approval.

The opposition of the Anfu Club to Chow Shu-mou is due to the fact that some of Chow's friends belong to the Chinputang and the Anfu Club fears that if Chow becomes Premier he will include some members of the Chinputang in his Ministry.

SURPRISE ATTACK ROUTS MURMANSK BOLSHEVISTS

Result Of Flanking Movement Of Allies Told To London In Despatch

(Reuter's Service)

London, June 21.—A communique from Murmansk reports:

By a bold flanking movement through a forest the Allies surprised and routed the Bolshevists at Kartashi, southwest of Medvyejagora, killing 20 and capturing 50. The surprise was so complete that the Allies had only one casuality.

Monastery Is Captured

London, June 21.—General Ironside telegraphs that the Russian National army captured Kojazerski Monastery on the 17th. The only approach to the Monastery, which is situated on an island in Lake Kojazero, in the neighborhood of Onega, is a narrow causeway 800 yards long. The Bolsheviats had held the Monastery since last September, when they murdered the Abbot and evicted the monks.

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Kiddies Tan Black or Navy, Sox Small size only..... **$1.00** doz.
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Net Laces in many designs. Paris shades. 6 yds for **$1.00**
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Black Flouncing Lace.... 4 yards **$1.00**
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White Turkish Towels..... 2 for **$1.00**
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White Backaback Towels..... 2 for **$1.00**
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Plain Pillow Cases, 19 x 30 .... 2 for **$1.00**

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Fugol the Cleanser 2 for **$1.00**

Cigarette Picture Albums 2 for **$1.00**

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Now York Theater Season Nothing To Gloat Over

By John Corbin
(*New York Times*)

Like every other theatrical season, the season now closing has pretty generally been set down as the worst in the memory of man. And, like every other season, it has beyond question brought an appalling number of indifferent and positively bad plays. Estimable citizens by the thousand, each with a bright, new evening to spend and a bright, new greenback, have resorted to Broadway and found no recompense, except the dubious gratification of contributing a war tax. But their sense of being betrayed would be lessened, perhaps, if they reflected on the fact, which is obvious to all who do reflect that more than any other art or amusement the theater as now conducted is a lottery. The motto of the Broadway manager is: "Open your mouth and shut your eyes and I'll give you something to make you wise!"

The patron of printed matter takes no such chances. If he pines for snappy stories, he never, never buys The Atlantic Monthly; nor does the sober citizen who aspires to nourish his soul on Century literature ever buy the Cosmopolitan. But the theater affords no such hallmarks. If there is any manager who has established a reputation for definite quality, it is Belasco. Yet the patrons who last year thrilled to the pink and blue audacities of "Polly with a Past" were this year plunged into the muddy crimson vortex of "Tiger! Tiger!" And now "Dark Rosaleen" has leaped another hurdle and we have the faded green of patriotic Irish comedy of the vintage of Dion Boucicault. No wonder the confiding playgoer shouts aloud that there is no justice in heaven or on Broadway.

Somewhat less cruel is the fate of the playgoer who stops, looks, and listens before entering upon the Great White Way. It is true that the blight which fell upon European drama in 1914 still seems to envelop Pinero and Henry Arthur Jones, and especially Bernard Shaw, whose one-act play, "Augustus Does His Bit," was a painful ineptitude; but in several cases the blight at last shows signs of lifting. From Maeterlinck we have had "The Betrothal," which, though its popular appeal was less than that of "The Blue Bird," was by no means inferior in beauty and delicacy of feeling, and was even more ripely thoughtful, philosophic. Maeterlinck's "Burgomaster of Belgium" was sadly weakened and debased by its English adaptor, but still had qualities of sincerity and veracity which placed it fairly at the head of the long list of propaganda war plays.

Barrie has characteristically, been wholly successful in "finding the way" out from beneath the war cloud. In 1914 "The Day" showed him in full eclipse, so overwhelmed with feeling as to be incoherent, raving; but presently, in his one-act plays, his genius clarified and the result was a series of pictures of the civilian side of the war which are still unapproached. Now we have "Dear Brutus." It is not a war play and is perhaps not even remotely connected with the war; but it has a depth of feeling, a ripeness of philosophy, which mark a distinct advance in his creative powers, whatever may be its origin. To many of us it seemed to lack something of the full vigor of the Barrie charm; it was as if the enriching of the philosophic vein had impoverished the vein of fancy. But the public has apparently felt no such shortcoming, for the production is already in its fifth month with no sign of exhausting its welcome.

"The Saving Grace" is about the best of the excellent comedies of Haddon Chambers, and "The Bonds of Interest" is the most distinguished of the recent products of the Spanish stage. In "Shakuntala" we have the first production here of a classic of the first order. Stuart Walker put his novel and striking production of the Book of Job into an evening bill and revived the most notable plays of the brilliant and original Lord Dunsany. Norman Trevor's revival of Wilde's "Ideal Husband" far exceeded the original American production in popularity.

The list of benefactions from abroad would be sadly incomplete without mention of "The Better 'Ole." Drama it is not and does not pretend to be. Even as musical comedy it is curiously crude, amateurish. But by some strange magic it has caught the chairacter and the humor of army life in France as no other play has done. Great credit is due to Mr. Coburn's performance as Old Bill; but, if reports from the road may be trusted, half a dozen actors have been almost equally successful. The fact seems to be that the chief credit is due to the part. High or low, it would be hard to find a character as racy and richly colored, as ripe and mellow in feeling, as this mud-covered veteran of the trenches.

American playwrights have, as usual, excelled in theatric novelty and in popular appeal rather than in quality. "Three Faces East" is a shop-made war melodrama chiefly notable for its tricky story-telling and its trickier surprises. "The Unknown Purple" is quite preposterous in its pseudo-science, but manages somehow to stir the imagination and to raise gooseflesh. "Friendly Enemies" is as broad in its comedy as a newspaper cartoon, but also as funny, and it has a touch of real quality in its pictures of German-American interiors as affected by the war. The absurdity of the contention that it is Hun propoganda must by this time be manifest. It has been popular here for almost a year; has been one of the biggest of road successes throughout the country, and has lately scored a distinct success in England. Bedroom farces have been legion; the most enduring of which is apparently "Up in Mabel's Room." "I Love You" has the double virtue of not being a bedroom farce and of centering in genuine character with what a chemist would term traces of an idea.

Of the more legitimate sort of comedy there has been nothing to equal "Why Marry?" of last year, but yet several highly creditable and entertaining plays. "Tea for Three" (which is, however, largely Continental in its origin,) is in its eighth month, a phenomenal record for darwing-room comedy. "Be Calm, Camilla!" was scarcely up to the very high standard which Clare Kummer set in "Good Gracious, Annabelle!" but it was none the less the work of a very rare and delightful talent. "Three Wise Fools," in a wholly unpretentious way, is wholly charming "Toby's Bow" is chiefly remarkable for the character of the old negro servant, Toby; but it has developed enough vitality to weather its hundredth performance. In "A Little Journey" and "39 East" Rachel Crothers has given us two comedies which, though small in caliber, have distinct quality and popular appeal. In none of these plays is there much evidence of real thought, or any satire of moment. They deal in character rather than ideas, and at best are gracefully romantic, witty, amusing. Yet the fact that they have held their place on Broadway, which for years has been a wilderness of farce and melodrama, is most hopeful. Conditions are apparently ripe for a native comedy of high quality.

Of plays of the first order, it must be confessed, the season now passing has produced very few. The only one which has a clear title to such distinction is "Dear Brutus." But how often have we been more fortunate? Scarcely once in a decade, for plays of the first order are the rarest of all birds. On the other hand, in plays of a high, though not of the highest, quality the season has been unusually rich. There has probably never been a time when the general average of play-writing has been better.

In one respect the season has been the most notable in recent memory, namely, as regards individual performances of actors. Frank Bacon's "Lightnin'" recalls the work of Joseph Jefferson at his best, and it has, besides, the touch of original method and inspiration. In "Mis' Nelly," Mrs. Fiske has reached her pinnacle as a comedienne of eccentric character. In "Friendly Enemies" Sam Bernard and Louis Mann have approached more nearly than ever before to legitimate comedy acting, Mr. Mann in particular developing new phases of his art. Richard Bennett has for many years deserved a place among the foremost actors of our stage; but never, with the possible exception of his John Shand, has his power been more distinctly in evidence than in his performance in the quasidual role of the poor inventor and the avenging nemesis of "The Unknown Purple." The subtlety, dignity, and force of his performances are all the more remarkable in view of the flimsiness and absurdity of the play. The Hamlet of Walter Hampden has caused much discussion and has been variously esteemed; but its vigor and imaginative quality are beyond question, and it has steadily increased in lightness of touch, subtlety, and variety. It may well be that the passing season will be remembered for the rise of a Shakespearean actor of wide celebrity.

Of the achivement of the brothers Barrymore there can be no question. The Fedya, of John Barrymore fell short of its full effect because of the aimless incoherence of Tolstoy's play, but still displayed qualities of the very highest. "The Jest," though the work of a far inferior temperament, is yet distinct in its outlines and dramatically effective, with the result that the qualities of both young actors are developed to the full. We are dealing here in matters of record, not in prophecy; and so it can only be said that no reason has yet appeared why either of them should not achieve the very highest distinction in their art.

In brief, there are many signs that we are on the verge of a renascence in the theater; and not the least of these is the fact that hostile criticism is so vigorous.

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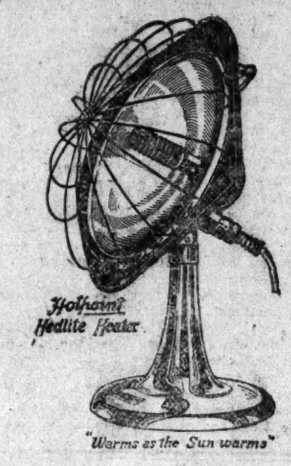

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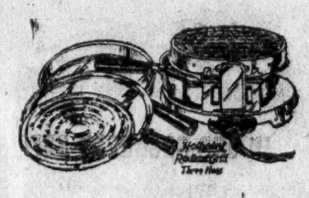

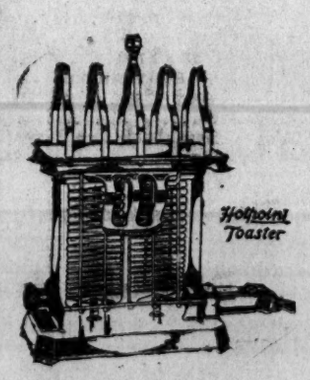

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Production Of The Metal In America Is Expected To Increase During This Year

New York, May 20.—The removal by the Federal Reserve Board of all restrictions on the export of silver out of the United States and the elimination of governmental regulation of the metal in London, has thrown open the world's silver market and made possible an advance in the price from $1.01¼ an ounce, the figure at which silver was "stabilised" by agreement between the United States and Great Britain last August, to a closing quotation yesterday of $1.11 @ $1.14. Dealers in the metal believe the price will advance still further if the demand from various parts of the world is satisfied, and some predictions of a rise to the so-called parity of $1.29 an ounce are heard.

The demand for silver comes from many places—Europeans as well as Oriental. China and Siam are understood to be negotiating considerable for considerable amounts, and of the European countries, Switzerland and Denmark are the most pressing inquiries. In the trade it is said that these countries are anxious to secure large shipments, and are only waiting assurances that they will be able to secure prompt delivery and at reasonable terms of freight charges and insurance costs. At the moment, it is not certain that shipping space can be had, and insurance rates are somewhat higher than the potential buyers care to pay. As soon as these details may be settled it is believed shipments will begin moving forward at a high rate.

The demand for silver, however, is not confined to European and Oriental countries. The United States Treasury, at some future date, is obligated to purchase approximately $250,000,000 worth of the metal to replace a like amount removed from the stocks of bullion in the Treasury last year and exported to China and India under the Pittman act. No definite time limit is fixed by the act for this replacement, and in some quarters it is believed the Government will be in no hurry to replenish its stocks of the metal.

The silver withdrawn from the Treasury in accordance with the Pittman act was used primarily to husband American and Allied gold stocks, and was exported to the Far East to settle balances where silver is as accepable as gold. England had enormous balances to be settled, and the United States had a great deal of silver, and by the Pittman act we were enabled to be of service to our ally at a time of urgent need.

The operation of the plan was this: The United States had nearly $600,000,000 silver as security for a like amount outstanding in silver certificates. The Government arranged to borrow from the Federal Reserve Banks $350,000,000, against which the Reserve Banks were allowed to issue Federal Reserve banknotes, which, unlike Federal Reserve notes, may be entirely secured by Government securities. These banknotes were used to retire silver certificates, thereby releasing the silver bullion for export. Of the $350,000,009 authorised, about $250,000,000 was used. The Government, at some time in the future not definitely decided upon, will repurchase the silver, reissue the silver certificates and liquidate its debt with the Reserve Banks.

The fact makes the Government a potential buyer of silver and, in the opinion of bullion dealers, will tend to keep silver prices high for a long time to some. The Government, however, is limited by law to a purchase price of not more than $1 an ounce, which fact may require the reimposition of export embargoes if the foreign demand becomes too great and it should be decided to replenish the Treasury silver stocks without waiting for the market to return to $1 an ounce from natural causes.

Production of silver in the United States is expected to increase this year. The American Smelting and Refining Company, which turned out 15,337,003 ounces last year, is expected to produce upwards of 20,000 ounces in the present calendar year, and the Anaconda Mining Company, another of the great producers of silver, with an out-turn last year of 10,976,905 ounces, is also expected to increase this year. The minor silver producing companies, too, are making preparations for increased output.

If the silver market should go above $1.2929 an ounce the metal would be worth more, proportionately, than gold. Under the coinage laws of the United States silver stands in the ratio of approximately 16 to 1 to gold. In other words, the coin value of silver is $1.2929 an ounce, while the coin value of gold is $20.67 an ounce. Thus, if silver is worth more than $1.29 an ounce in the open market it is a lower ratio than 16 to 1. Some authorities believe that if the market threatens to go higher than $1.29 an ounce some official action will be taken to regulate it. In this respect, it is pointed out, that the Federal Reserve Board still reserves the right to issue or withhold licenses for export. The board's announcement of last week was to the effect that such licenses would be granted "freely and without condition" unless "a governmental necessity should arise" to do otherwise.

Reform In The Chinese Law Courts

By Rover

(*Written for* THE CHINA PRESS)

While many persons are pessimistic as regards any real progress of the Chinese nation towards true democracy and at the same time are convinced that China is returning to the old strongholds of reactionary corruption, it is very comforting to have to put on record that China in a very short time has revolutionised her legal and judicial machinery and has envolved out of former chaos a very satisfactory and dignified set of Judicial Courts with judges, lawyers and a system of record keeping which go a great way to ensure that justice should be supreme and the people have proper means of obtaining the proper adjustment of their wrongs.

About ten years ago, even during the regime of the late monarchy, it was decided to separate the law court from the civil executive. From that day to this the progress of this innovation has been one which ought to be a matter of congratulation to the Chinese nation. Today it would be difficult to find any glaring holes in the conduct of the courts which are in operation today in the various provinces of China.

One finds therein a dignity, a sense of the majesty of the law, a lack of intimidation and a sense of something real which is in marked contrast to the fearful injustices, the tyrannical cruelties, the use of might and the impudent disregard of evidence which were so characteristic of the antiquated and bizarre Magistrate's courts which formerly were the sole arbiters of the fates and fortunes of these people.

In the capital city of each province you find an imposing block of buildings set apart for the judicial functions. Here you have a properly organised Supreme Court and Appeal Court, a Land Court, a Penal Court and a People's Court presided over by judges and assistant judges, independent of the provincial authorities, appointed by and answerable only to Peking.

Proceedings are conducted in a seemly quiet. Respect for the court is insisted on and headgear is removed. The judges, officers of the court and the lawyers wear robes and a special headdress. The witnesses are called in one by one and sworn. The examination and cross-examination of each witness by the bench and bar is only done after the witness is informed of the meaning of an oath and the consequences of perjury. No browbeating is allowed. Lawyers are permitted but not compulsory. In case of the inability of a man who goes to law to pay for a lawyer opportunities are given him to throw himself on the guidance and protection of the court and he gets a fair hearing. Time is fixed for each hearing, which is adhered to (a remarkable innovation in China), the fees are fixed and there is a total absence of squeeze and the court has the proper machinery for seeing that its rulings are given heed to.

Evidence is read over to each witness on the completion of his testimony, and he is not obliged to sign anything which he has not really stated.

The principal cities in each province have district courts which are inferior to the provincial courts, to which suitors can appeal and the Provincial Courts are subject to a final appeal court at Peking called the "Ta Nee Wan."

As one sees these courts sitting day after day, calmly and serenely promoting law and order in the midst of a land torn by civil war and impossible conditions one cannot shut one's eyes to the possibilities of ultimate univeral reform in China, as they have done so much in such a little space of time to correct the conduct of lawsuits and have managed to give the stature of Justice a bath from the accumulated dirt of thousands of years. What China has done on one department of her administration she can do in others. Let us hope so and not make up our minds to be fixedly pessimistic but to mark time and wait and see.

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What Effect Will Returning Soldier Have On Our Future Social Life?

By Edmond. McKenna
(*New York World*)

What effect will the returning soldier have on our social life?

Will his war experience have so changed him in outlook and character that it will be necessary to modify our institutions to meet his views?

Is an economic or social crisis likely before such adjustments can be made?

In what way will the soldier have changed and in what degree and to what extent will the presence of two million of these changed Americans force us to modify our present order of living?

These are questions I asked three men whose conclusions carry the sturdiness generated by special study of the problems involved in our social reactions to the war in Europe.

These men are Franklin H. Giddings, professor of sociology at Columbia; Dr. George W. Kirchwey, Director of the United States Employment Service in the State of New York, and the Rev. Robert Davis, a Presbyterian minister. It is possible Mr. Davis needs a further introduction than that conveyed by the title of Presbyterian minister. Mr. Davis was born at Cape Cod, in a family of fisher folk. Manhood found him earning his living as a seaman working out of New York in the coastwise trade. He saved wages for a few years and later Harvard and Columbia gave him degrees. Then he was ordained in the Presbyterian Church. At present he serves a congregation in Englewood, N. J. Next fall, after a short study of social and labor problems in England, he will direct the activities of the Presbyterian Labor Temple on East 14th Street.

When the United States entered the war Mr. Davis was waiting in St. Nazaire for the first American soldiers to land in France. He kept in intimate touch with our men in Europe through hospital administration service from that morning until the day the armistice was signed.

When the soldiers return the country will face a new and perplexing situation; there is complete agreement among these three men on that point.

We probably would go wrong if we looked at the new situation as a crisis, according to Prof. Giddings.

"There will be no crisis but a tremendous increase and complication of our difficulties," is the way he puts it.

In solving those difficulties, there will be no such making over as Russia and part of Europe are experiencing. And for these reasons:

"In the first place, we are not made that way, by which I mean that our habits have been created by English, Scotch, Irish, Germans and northern French and not by the thinking and practices of Southern or Eastern Europe.

"In the second place, while there has been a great concentration of wealth and a great increase in the number of industrial workers, especially casual industrial workers, it is still true that the ownership of property is too widely diffused to offer much opportunity for any sort of Bolshevism."

We will not suffer a social crisis, Dr. Kirchwey says, because: "Human nature and our institutions are too stubborn and tenacious to be profoundly modified by a war which, whatever it did to Europe, has scarcely scratched the surface of American life."

And because: "Soldiers, in at least half the cases, were in the army too short a period for the service to have effected any very serious modification in their attitude toward life."

And: "While perhaps a fourth of the man power of the Nation was diverted into industry connected with war, the disturbance of ordinary conditions of business was not great enough to effect any very profound change in the point of view of those thus employed.

"Therefore no tremendous change is due."

The Rev. Robert Davis makes abrupt answer to the question as to what changes have been worked in the American soldier abroad that might affect the social life of his own country. He says:

"The American soldier hardly participated in the life of Europe. Except for those who experienced battle and escaped unwounded, they would have

Experts Debate Whether His Changed Outlook Will Necessitate Modified Institutions

been as greatly changed had they worked their way over and back."

There are, however, important respects in which we will all be different. Dr. Kirchwey believes that men who have experienced battle will be individually changed for the better.

"This change," he says, "is always evidenced not only by their impatience with the civilian attitude toward war, especially its heroic sentimentalism, but also the development they themselves have undergone as a result of their war experience. Most of them, it is safe to say, are distinctly better men—in this respect, that they have discovered in themselves qualities and capacities that they did not dream they possessed. The men who went to France discovered qualities in themselves, qualities of initiative, endurance, self-reliance and even heroism which ordinary workaday life furnished no opportunity to develop. These latent qualities, developed by the experience of war, are a genuine addition to the character of the men fortunate enough to have the experience. As a result they are better men—and they know they are better men."

This feeling, Dr. Kirchwey explains, is doubtless the reason why so many returned soldiers and sailors are dissatisfied with their old jobs and aspire to something that will enable them to put into use the new qualities of character of which they find themselves possessed.

Prof. Giddings sees the returned soldier a very different man from what he was when he went to France. He says the soldier is a broader man—more alert mentally and, as well, physically more fit.

"I think," says Prof. Giddings, "that he will have a much more real interest than he ever had before in the things that make life interesting and beautiful. He has been in contact with some of the finest products of human creative effort, and he will desire to see America made outwardly more attractive."

The conclusions of the Rev. Mr. Davis on the aesthetic and spiritual reactions to the European experience are quite different from those reached by Prof. Giddings.

"I looked for a spiritual rebirth among our men, especially among those who were suffering from wounds, or war-produced diseases, and I was deeply disappointed. I looked for some radical change in the spiritual geography of the soldier and found scarcely a trace. Whatever religious differences he has experienced, I fear, must be put on the negative side. As for aesthetics, I think that all the welfare and religious organisations tried to do in that line were unavailing. If we desire spirituality and aesthetics, I am afraid we must try to induce these feelings some other way than as a by-product of war."

To the queston of religion as such expressing itself through institutions, Mr. Davis found the soldier quite apathetic.

"You will find the soldier," he says, "quite out of patience with religious forms and ceremonies, and especially with denominationalism. He has lost the gesture of religion, if he ever had it. He doesn't know how to make that gesture."

Dr. Davis likens the gesture of religion to the military salute. The Russian soldier, he points out, has forgotten how to salute, and the American soldier has forgotten, if he ever learned it, the attitude of reverence toward religion.

Our returned soldier's objection to ceremony may go much further than his apathy toward religious forms. It is likely to affect his idea of the family, according to Mr. Davis.

"The returned soldier is likely to have a changed idea of what the family is. To him, before he went to France, the family was just the folks, and perhaps some more distantly related people that were brought in on terms of special affection. He had never thought about the family as an institution. He was rather surprised at the French view of the family. The freedom with which divorce is granted and accepted there amazed him. Of the little French family in towns and villages he saw much. He helped the mother mind the baby and keep house. He was astonished to find well mannered and well conducted couples living in domestic happiness and bringing up their children, who never had had a marriage ceremony performed and who never intended to have one.

"His attitude toward this state of affairs was quite tolerant. He saw it worked out all right among the common people, and we may expect to find him, in great proportions, leaving ceremony quite out of his domestic arrangements."

According to Mr. Davis, we may also expect the returned soldier to be quite "touchy about what he considers his personal liberty."

On this latter point Prof. Giddings is more explanatory. He says the returned soldier will put our "moral bullies" in their proper place.

Prof. Giddings explains:

"The war has not only made us docile in submitting to restrictions of our personal liberties for the sake of maintaining a necessary unity of purpose and drive until the war was won, but it had enormously encouraged that part of our population made up of moral bullies of every variety and degree, who are never perfectly happy except when they are domineering over other people—meddling with business and restricting our liberties. This part of the population is in high feather today because of its success in putting through, by methods that would not bear examination at the bar of reason and morality, the Prohibition Amendment.

"Beyond question, the American people are not as alert to defend their personal liberty as, for instance, the British, and we are likely to see a wave of Puritanism in its sillier and more intolerant aspects.

"Now the returning soldier comes into this situation a very different man than he was when he went away. He will have a big fund of knowledge of what is going on in the world. He will be interested in political and industrial readjustment, and he will not be particularly tolerant of the moral bully and his restrictions on our personal liberties—and this new attitude will be all to the good."

The attitude of the returning soldier toward reconstruction—toward work and especially toward what he thinks the country should do for him—is interpreted by Mr. Davis in this way:

"I am astonished to find that the returned soldier will take almost any kind of a job that is offered to him; and the majority of offerings have been jobs as porters, janitors and drivers, as far as I can learn.

"The feeling of the men abroad on this subject seemed to be that they expected the country rather to stretch itself to make up for the risk they had run. This feeling was very generally expressed, perhaps it is the one general statement one could make without modification, and now I find them taking with alacrity and apparent thankfulness any job that is offered them.

"I believe this feeling will pass away—they will not be so docile and tractable in, say, eighteen months. The change is due doubtless to the atmosphere of welcome, and especially to the fact that what they desired most after the armistice was to get home—just to be home again.

"Later, when the soldier settles into the community and picks up the home threads, he will probably be resentful at the idea that any old job, so long as it was a job and kept him out of mischief, was good enough for him. When he comes to meet in the veterans' organisation and such places in large numbers, we are likely to find he has changed his ideas on this question. He will tell us then, 'Well, we risked our lives for you, especially you employers and business men, and what we want from you is not merely a job but an adequately good job.

"I expect to see these veterans' organisations that are being formed throughout the country have very powerful and aggressive employment committees, which will be expected to look after the soldier as a special group in labor and to place him where he can get the best."

Dr. Kirchwey does not see any very serious problem ahead in the matter of unemployment. A revival of industry is not far away, he says, and it is likely to bring such expansion and prosperity as in a few months will absorb our labor surplus. Dr. Kirchwey even sees a better order of things rising out of the present conditions.

"While the driving force in the present emergency," he declares, "is the sentiment that an unemployment crisis which is the direct result of war must not be tolerated; the example of co-operation and mutual helpfulness being shown now will not be lost when another crisis arising out of our unregulated industrial system occurs.

"It seems to me that the spirit and habit of co-operation in meeting the great emergency of war will persist and become available for the emergency of peace."

Dr. Kirchwey has been greatly impressed by the unanimity with which the community has come to the support of the United States Employment Service since the failure of Congress to make appropriations to carry on the work. He says that individuals, as well as mercantile, municipal and welfare associations, have come to the relief of the service and have made it possible to carry on the work without any impairment.

"It is clearly indicated from this," he deduces, "that similar organisations as well as National and State Government will feel a responsibility when a condition of unemployment recurs to provide works of public improvement."

Plans for public improvement are being put through to a considerable extent. This is due to the looking over we gave our industrial affairs since the war began, but nothing, or very little, is being done actually to stabilise our industries. Plans for improvement that will take up labor surplus are all very well, according to Dr. Kirchwey. By this means we may prevent the roof from blowing off, and shut off crises, but what we need is "such an intelligent ordering of our industrial system as will prevent these recurring crises. And we have not taken a public step in that direction."

The importance of the soldier as a factor in meeting our new difficulties is not overlooked by Prof. Giddings. He says that when all our men have returned from abroad they will be a very important factor in any plans we propose or adopt to meet any social or industrial difficulty.

"To speak of these difficulties," he points out, "it is certain that the wage earners of America are not going to sit idly by and watch revolutionary movements in Europe, and especially the politics of industrial democracy in England, without attempting to bring about some changes here."

The soldier in Europe probably knows more about these things, or will know more about them before he returns, than his brother at home. Home labor is therefore likely to be influenced by his information and by his attitude.

"Our big business concerns," Prof. Giddings explains, "all recognise that the people are not going merely to look on these manifestations of industrial democracy abroad, and they are all casting about for plans for reorganisation of the relations between capitalist interests and labor interests.

"I expect that the next ten or fifteen years will see an enormous number of trial and error experiments in this field."

On the whole the war has brought us special difficulties, according to these students of our social life, but it has brought us no troubles we cannot face with a fair degree of national composure.

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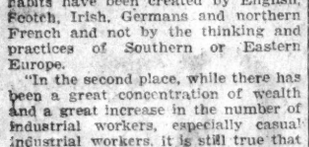

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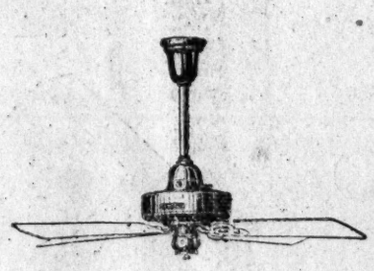

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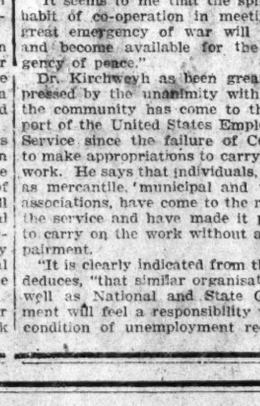

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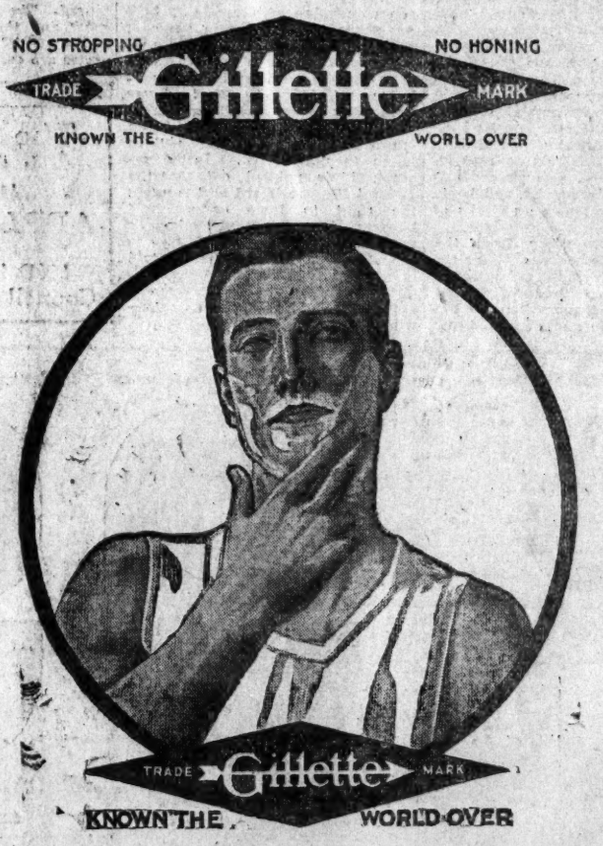

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Some Taxation Riddles For Americans To Solve

Is Ice Cream A Luxury And How Do You Classify Corsets?

(*New York Tribune*)

While the luxury tax has already become a reality, its working scheme and involved schedules continue to mystify a great majority of citizens. One thing seems certain—soft drinks have been placed on the luxury list, and as such will be taxed.

What of the professional prohibitionist? He has long assured an ofttimes cynical audience that a shift from hard to soft drinks would be not only beneficial but economical. Sarsaparilla, pop, cider, ice cream cones, sodas and sundaes were not only a corking substitute for the Bronx, Martini, Clover Leaf, etc., but they were dirt cheap. Yet with a tax of "one in ten" there will be nothing remarkably inexpensive for the soft drink drinker this summer, if he drinks, so to say, with any enthusiasm.

Otherwise the tax has brought forth such interesting queries as, Is a corset a luxury? etc.

We find this by a special writer in The New York Evening World:

"What are corsets?

"The cosmic problem of the corset has just been left on the doorstep of Daniel C. Roper, Commissioner of Internal Revenue, in Washington, who—poor man—must decide if corsets are or are not underwear. In the former case, they are subject to the luxury tax if they cost more than $5, which means that every well corseted woman must pay the tax.

"Then, well made, correctly shaped corsets are a luxury? I doubt if the well dressed American woman will concede that. Every dressmaker, every fashion magazine, maintain that the properly fitting corset is the foundation of the successful costume. Personally, I should list corsets as a necessity, albeit a painful, a hated necessity—save, perhaps, in Greenwich Village."

Well, Are They?

In assuming to contribute to the debate that corsets are or are not a luxury, The Philadelphia Press takes occasion to remark:

"For some unknown reason Congress overlooked corsets in enumerating the many objects of toilet and apparel on which it places at 10 percent tax. There is a tax on underwear. Does this include corsets? Some merchants think it does and clap on the tax, but there is no doubt that, generally speaking, corsets are not classed as underwear. In a sense everything is underwear except the extreme outer garments. Yet skirts, shirts, waists and stockings are not considered underwear in this law, as they are specifically mentioned in addition to underwear. If corsets are taxed as underwear, men's suspenders would, we suppose, come in the same category, though not mentioned in the act. Perhaps the Supreme Court will have to determine these things. Certainly the dealers who must collect these taxes from their customers are left a good deal at sea."

Ice Cream

Editorially, the greatest amount of commotion over the luxury tax apparently has centered upon the matter of ice cream. There seems to be something about ice cream and the small boy that is very near the foundation of a great democracy. The New York Times is not certain the law is explicit, and fearing that both boy and man may become unfortunately enmeshed in the mazes of the tax regulations, it remarks:

"It seems that the law about buying liquor to be drunk on and off the premises was thought to govern the purchase and consumption of ice cream cones and sundaes. So perhaps it may, if followed strictly, and not in such manner as to create presumption of dodging taxes when the Treasury needs the money. Ice cream and soda water may be bought in containers without paying taxes, if the containers are carried so far away that there is a presumption against the intention to patronise the 'fountain' or 'parlor.' Far be it from us to pretend finality in the interpretation of these nice points. We have no idea whether a sale of ginger ale in a bottle satisfies the Treasury notion of a lawful container. But we strongly advise against sending a boy in to buy an ice cream cone with felonious intent, to eat it outside the 'parlor.' Our guess is that the boy would eat the cone and the Treasury would not get the tax. Also we think it dangerous to have a sundae handed through a window—the Treasury detectives might see you. It would be better to hire a tax lawyer before than after such dangerous enterprises as buying luxuries under the Treasury's threat of 'fine of $10,000, or imprisonment for one year, or both.'"

A Necessity

The Philadelphia Record arises to announce that ice cream isn't a luxury at all; it's a necessity as the following makes bold to assert:

"There may have been a time when candy, ice cream, chocolate sundaes and such were luxuries, but everybody knows they're absolute necessities now. If you have been so fortunate as to find a place, where a sundae could be had of late for 15 cents, it now 'sets you back' 17 cents. And candy? Nobody knows how high that may go. If you're a neat man—not necessarily dressy or fussy—and have developed a fondness for smoking jackets, house coats or bathrobes, you'll pay a tax on such articles costing more than $7.50—and where can you buy any for less?"

On the other hand, The Philadelphia Bulletin discovers that there has been a plot abroad—but let The Bulletin tell it:

"Thrifty individuals who have been figuring that they could escape the penny—or, at prevailing rates, the three-penny tax on their egg shakes by buying the milk and egg separately and doing the shaking themselves, need to watch out or the 'revenooer' will get them, and the clerk who serves them, according to a later and careful reading of the book of mysteries known as the revenue law.

"Section 630 was intended to be inclusive of all the business done at a soda fountain or an ice cream parlor or stand, and there isn't much that can escape, save the crackers on the side. The one in ten tax is imposed on all 'drinks commonly known as soft drinks, compounded or mixed at such place of business, mineral waters, carbonated drinks, grape juice, etc., previously prepared and bottled, being assessed by another section of the law at their place of manufacture.' Further than this the tax is laid on 'ice cream, ice cream sodas, sundaes, and other similar articles of food or drink. . . . when any of the above are sold for consumption in or in proximity to such places.'"

What You Must Do

A writer in The Lincoln State Journal attempts to go to the bottom of the matter and find out how the tax will work, say, if the washerwoman wants to buy a $25 lamp—and who knows that she doesn't? Anyway—

"As it now stands, if you want to buy a necktie for more than $2 you must add 10 cents to the government revenues for every dollar above that amount that you pay. Likewise, if your tender skin will not tolerate a plebeian $1.50 nightgown, but requires something in the $5 class or higher, you are soaked an extra 10 percent on the excess. The downtrodden toiler who buys a trunk for more than $50 is penalised. The bent backed washerwoman who pays more than $25 for a lamp or a lampshade must add to Uncle Sam's revenues for thus supplying herself with light. One may not pay more than $4 for an umbrella and escape the 10 percent attentions of the Treasury Department. Women's stockings at $2 and over are subject to a similar oppressive exaction. The hard working section hand who goes above $1 for a pair of socks is soaked an extra 10 percent on the extra price for the benefit of the national treasury.

"Come the cooing June pairs preparing for love in a cottage, only to find that they cannot pay more than $5 a yard for carpet without being subject to the extra tax. The poorly paid schoolma'am who puts more than $15 into a petticoat is taxed for her trouble. And whoever pays $12 for a pair of shoes must drop 20 cents in the slot for Uncle Sam.

"It is all pretty terrible. There is comfort, however, in the fact that there are worse taxes. Most taxes cannot be escaped by any hook or crook. There is as yet a way of escape from these newest exactions. It is thus far happily possible to buy a wearable pair of socks for a little less than the $1 where the taxes begin. As yet fully opaque kimonos are to be had at less than the $15 where the tax begins. One may even buy a pair of shoes, of a kind, for $9.99, thus escaping the tax. In a pinch our washerwoman may be able to managed with a lamp costing under $25. As to the tax on neckties, the remnant of the Populist party, as they scurry about in their six cylinder cars, will certify that it is possible to go without neckties and live. And many a father of a two-dollar-bill necktie son is to this day maintaining his social respectability on a 50 cent tie.

"As the price index stands today, a majority of us will be able to escape the new taxes without special sacrifice of comfort or display. There are signs and portents, however, which make the future less gay. If socks and shoes and hats and caps and carpets and pajamas maintain much longer their non-stop flight, they won't be luxury taxes. They will be necessity taxes. When that day comes—well, we'd better not let it come."

The Absurdities

"A woman may spend $15 for a waist without having to pay a tax on it," declares The Indianapolis News, "but if a man buys a shirt priced at more than $3 he has a tax to pay. The practical application of this will be a tax on nearly all silk shirts for men."

In the bleak outlook discovered by the man who suddenly finds that things he had come to regard as necessary are technical luxuries The Chicago Post discovers a wider field for the little penny. It says:

"We can remember—before the war—when we wrote editorials urging the use of the penny, or some smaller multiple of it than the nickel, as a means of reducing the cost of living by giving the purchaser a closer price than the custom of counting in fives allowed.

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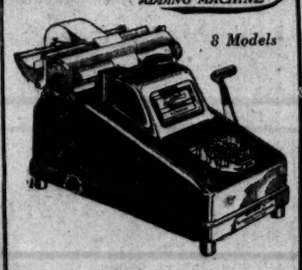

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MARRIAGE

FAURAZ-SABATTIE: On Saturday, June 28th, 1919, at St. Joseph's Church, Mr. Ernest Fauraz to Miss Hermina Sabattie, both of the French Municipal School. 24200.

Today's Church Services

Holy Trinity Cathedral.—St. Peter Apostle and Martyr. (2nd Sunday after Trinity). 8 a.m., Holy Communion. 9:30 a.m., Children's Service. 10:30 a.m., Shortened Mattins and Holy Communion; Harwood in A flat; Hymns 165, 273, 167 and Te Deum; Preacher: The Dean. 6 p.m., Evensong; Hymns 403, 431, 438. Preacher: The Dean. 9 p.m., Hymn Recital. Five minutes before the hour of every service worshippers may sit in any unoccupied seat.

St. Andrew's Church, Broadway.—10:30 a.m., Mattins. Preacher: Rev. C. J. F. Symons, M.A.

Union Church.—11 a.m., Preacher: Rev. C. E. Darwent, M.A.; Subject: "The example of Christ; Chant 58; Jubilate (Garrett in F.); Hymns 673, 94, 331. 6 p.m., Preacher: Rev. C. E. Darwent, M.A.; Subject: "The burden on man;" Chant 14; Hymns, 55, 222, 113, 553.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads). Today's services in the above will be conducted as follows: Morning at 11 a.m., by Rev. Milton T. Stauffer, B.A., B.D. Subject: "The Centurion's Hope." At the same time, in the Primary School Building, a special service for Children. Evening, at 6 p.m., by Rev. Stanley Lawton.

Christian Science Society of Shanghai.—Masonic Hall, The Bund. Sunday Service 11 a.m. Subject: "Christian Science." Sunday School 10 a.m. Wednesday evening service 8 p.m. Reading Room open daily except Sunday 10:30 to 12:30 at 21 Nanking Road.

St. Joseph's Church.—Masses at 7, 8, 9:15 and 11 a.m. A. 11 a.m., High mass; Sermon in French. At 5 p.m., Benediction of the Blessed Sacrament. Masses on week-days 7 and 8 a.m.

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at six o'clock. Preacher: The Right Rev. F. R. Graves, D.D.

Sunday Service League.—Martyrs' Memorial Hall, Speaker: Rev. H. J. Openshaw. Subject: "My work with the Chinese Labor Corps in France." Music: Vocal duet.

American Song Service.—The Rev. C. L. Boynton will address the American Song Service at the Palace Hotel at 5 p.m. today, following which a business session will be held at which the annual report and recommendations of the outgoing committee will be presented.

Viscount Bryce On America And League Of Nations

By Viscount Bryce
(Formerly British Ambassador At Washington)

THE idea of a League of Nations has now at last emerged from the luminous mists of idealism into a definite plan which, although still not quite perfect in various respects, is sufficiently advanced to furnish at least a foundation for a permanent edifice, and can now profitably receive the criticism of well-wishers as well as of skeptics.

The scheme is in some points vague and in some it is obscure; and it is not always clear what the words mean in their application to those particular cases. Some of these obscurities are to be found in the most delicate and important parts of the plan.

The general treaty to which the name of "covenant" is given, is intended to cover the whole field in which the combined action of the powers can work for the peace of the world.

This covenant falls into two parts. One relates primarily to the preservation of world-peace, while the other seeks to provide for spheres of action in which nations may cooperate for various common ends. The constitution and scope of the League may be considered under three heads: First, the organs of the League; second, the powers to be exercised by those organs; third, the obligations which the members of the League undertake.

The question of admitting those two great countries whose future government remain at this moment undetermined—Germany and Russia—is meant to stand over, and this is really the only way in which the matter can be dealt with.

No one can yet tell what sort of a state will ultimately emerge either in Russia or Germany, and whether such a state could be trusted to enter a League of Peace.

It may, I think, be assumed that if such a state does ultimately emerge it would be invited to enter, for to leave a great nation outside without adequate reasons would obviously be much to the injury to the prospects of world peace.

The obligations undertaken by members of the League are, first of all, "in no way to conceal from each other the conditions of such of their industries as are capable of being adapted to warlike purposes, or the scale of their armaments." They also undertake that, should disputes arise between them, they will not resort to war "without previously submitting the matters involved either to arbitration or to inquiry by the Executive Council, nor until three months after the award or recommendation, and that they will not even then resort to war as against any member which complies with the recommendation of the Executive Council."

This is the center of the whole scheme.

The members also agree that they will carry out any award which may be rendered, and that if any member disregards its undertaking to the others, each member will join in a complete boycott against the offending party.

It will also contribute to the military and naval forces which each member of the League is to supply for the protection of their respective mutual obligations.

The articles which contain these obligations, the kernel of the provisions for preventing war, are the most prolix in their wording, and are also the most difficult to abbreviate in a clear and precise form.

I cannot but think that the drafting of these very important articles might be rendered both more concise and more explicit.

The covenant is a very long step, longer than most of us thought the powers assembled at Paris could be induced to take.

It is an effort to create a world-wide machinery capable of preserving peace; and if it does not provide a solution for every possible case still there is every reason to believe that the immense majority of cases in which wars would be likely to arise can be dealt with under the machinery provided.

No provision is made for the improvement and consolidation, in a systematic and intelligible shape, of the large body of customary rules and precedents which, taken together, constitute what is described as international law.

Many of these rules have been violated in the recent war. Many have long been felt to be imperfect and unsatisfactory. Something definite and positive needs to be educed from the materials aforesaid and to be authoritatively stated.

This requires both knowledge and technical skill, and neither the Executive Council nor the Body of Delegates can be expected to possess such learning and such skill.

We see even today how hard it is for governments to resist the extreme demands of powerful sections at home, and how often governments are tempted to win temporary support by making promises which they know to be imprudent and may well doubt their ability to fulfill.

We have got to create not only the machinery of a league, but that moving and guiding power which dwells in the opinion of enlightened and liberty-loving men all the world over. It is this power that is needed to give the machinery the life and strength that will make it work.

It is most important that, if the scheme is to be of any service in protecting weak nations or backward races, the League should feel that its overseeing case is a reality, and that the mandatory state must not be permitted to exploit the regions in charge of which it has been placed. We know how real is the danger of such exploitation.

No mandatory is likely ever to sink to the infamies perpetrated in the Congo State twenty years ago, nor to the cruelty which marked the administration of the German African colonies. But short of such cases as those many evils are possible.

The action of the League will need to be stimulated as well as watched by an enlightened and humane public opinion.

Whatever form this covenant may come to bear, when it has been further amended by the assembled powers which have now provisionally accepted it, it has, at any rate, the promise of marking an enormous advance upon anything hitherto done by the joint action of free peoples for the common benefit of the world.

Even if the breadth of some of its provisions may have to be reduced in order to allay the apprehensions felt in some quarters, still, even a scheme less complete than this covenant may be gladly accepted if it holds out a real prospect of reducing armaments and practically averting the risks of war.

To leave things now where they were before the war would be the most deplorable confession of human weakness, the most dismal surrender of human hopes, that has ever yet been seen.

We must earnestly desire that the American people, who have now begun to realise that they cannot stand aloof from the dangers and trials of the Old World, and who have in a nobly disinterested spirit given their invaluable help in saving that Old World from ruin, will give their adhesion (perhaps subject to certain amendments in details) to a scheme which has been framed in the interest of all mankind, and which can hardly succeed without the co-operation of their own great, free and powerful republic.

Is It Revolution Or Caprice?

Does The Mood For Change Cover Anything More Than Externals?

By Norman Angell
(The Dial, New York)

TO go from England on the morrow of the elections, and the eve of the miners' and railway men's strikes, to the Conference in Paris, and from that to the meeting of the resuscitated Internationale in Berne, is to get a pretty fair bird's-eye view, so far as externals can give that view, of the factors of European politics at this moment. Let us note certain outstanding features of this political landscape.

There can be no doubt of a general condition of widespread upheaval in England. Strikes are without number. They are for demands—such as a six-hour day—that a year or two ago would have been regarded as outrageous. In his opening speech of the session the British Prime Minister said that while he was in Paris he received every morning on going to the Conference a telegram announcing some new strike, and found another such telegram on returning in the evening. And what is notable is the apparent triviality of the pretext for strike. The whole industrial life of the country is embarrassed because of a disagreement over the dinner hour of railway men. And the authority of the Trades Unions themselves is flouted: bargains made by the Unions with the employers are disregarded; strikes which have been forbidden by the Unions take place.

Fact number one then: a widespread revolutionary mood, a readiness to take extreme measures on behalf of minor aims. Papers like the Daily Express represent the whole strike movement as the work of a minority of Bolshevists aiming at the overturn of the state. The Times gives evidence to show that the leaders are political revolutionaries of extreme type. What these papers seem to overlook is that they themselves have for four years been sedulously cultivating a revolutionary mood, of a kind. Every day they told us that we were fighting for a new world. Never was anything to be quite the same again; the old diplomacy was dead. While Mr. Webb talked to us of a new social order Mr. Wilson and his friends talked of a new political world order. Just latterly the Daily Mail has been printing every morning articles in support of an organised internationalism which might have been written by David Starr Jordan, or Bertrand Russell, or Lowes Dickinson, or Henry Brailsford. One rubbed one's eyes. Here was revolution indeed. Those who ventured to write in this strain before the war were held up by the Daily Mail itself either as plain traitors playing the game of Germany, or hopeless cranks refusing to face the hard facts of the world about them.

It is true that in Paris one found official France resenting this diplomatic revolution, but not publicly resisting, and great masses were accepting, passively it may be, but still accepting, the Wilsonian policy.

In Berne one still found early in February the federal capital of Switzerland resounding with the echoes of the Bolshevist coup d'etat of November—an attempt on the part of the extreme Socialists to seize the government and create a revolution by means of a general strike—an attempt of which the world heard very little because it happened to coincide with the armistice. But it was a very serious business indeed for Switzerland: for three days the members of the federal government were virtual prisoners in the Bellevue Palace Hotel and the whole army was placed on a war footing. (Incidentally the land-owning peasants, very conservative, very anti-town, were, so it is very commonly believed, extremely anxious to demonstrate the excellence of that shooting which is the feature of his military training in which the peasant takes most pride.) And then of course here on the borders of Germany, with Germans going to and fro with relative freedom and ex-German and Austrian royalties escaping to Swiss villas and hotels, one heard a good deal of the German revolution in which in a few days dynasties which had lasted a thousand years vanished from the face of the earth. Here then undoubtedly was a world in revolution, boiling and seething in order to throw out the elements of the old order and to take on an entirely new form.

That, however, is only one aspect of the case. There is a contrary and conflicting aspect.

This England, of a mood so revolutionary that the very Unionists are rebelling against their Unions, has just had an election. At that election a great Labor Party appeared as definitely representing the new social order. The English Constitution would have permitted here, at one step the capture of a political power which, without interfering Supreme Courts would have enabled organised labor to enter into its own: to nationalise the mines and railways, hand them over to the Unions for management, make an end of the old diplomatic methods in international affairs, and make of the settlement of Paris the beginnings of a new world organisation based upon the union of the peoples. Well, this revolutionary England, ready apparently in one mood to paralyse the nation's industrial life in order to enforce some point about the length of the dinner hour, did not trouble to vote at all in an election which could have given it the foundations, at least, of this new social order everybody had been talking about. At a juncture of the world's affairs more momentous than any perhaps which mankind has known in written history, at a time when the character of a popular judgment might affect the character of our civilisation during whole centuries, half the British people stayed away from the polls. The very men who went to the war, risking their lives, lying, some of them, half-disemboweled through night of hell in the Flanders mud in order that international treaties might be respected, that their children might "never again" know this thing (insert here the peroration of ten thousand impassioned speeches, sermons, poems, editorials of four years of war)—these men, most of them perhaps, declined to trouble about recording their vote at all. They seem to have decided to leave it to their womenkind, to whom that sort of thing was a new amusement. With the result that there are excluded from the Parliament of the new Britain, which "has swept away forever" the obsolete order which" (insert again quotations from the perorations of ten thousand speeches), all those who have been notable for their thoroughgoing radicalism and constructive work towards the new order. Mr. Sidney Webb himself, draughtsman of the Charter of the New Social Order, is rejected by London University, which has been the scene of so much of his labor. In this Parliament of the Revolution power is placed in the hands of Mr. Bonar Law! And in the international field this new Britain marks its sense of the degree to which old diplomatic methods have disappeared and an entirely new method of handling international affairs inaugurated, by sending, as one of the principal members, in Mr. George's absence the head—of the British delegation, Lord Milner. Lord Milner, the reader need hardly be reminded, is an administrator of German training and partly German descent, whose Prussian settlement in South Africa had to be undone by the Liberal Government of Campbell-Bannermann; whose conservative habit of mind, particularly in international affairs, has never been disguised, whose skepticism concerning what may be called Wilsonian methods is notorious. He is perhaps the one public man in Britain most certain to adhere to principles and ideas which it was supposed to be the task of the Conference to do away with.

The pessimism of Liberals and radicals in close touch with the Conference concerning the possibility of any real change of the old diplomatic attitude has now become pretty well known: French and Italian insistence upon the fulfilment of secret treaties, Clemenceau's and Orlando's very open defense of the old system of alliances, the ill concealed contempt for the political ideology which would attempt to do away with them; the French attitude to Russia, the Italian to Jugo-Slavia, the very frank hostility even of the French press itself to publicity of debate at the Conference—these are but a few of the numberless facts which show that the old order, its spirit and method, still dominate the management of international affairs.

But at the Berne Socialist Conference? Surely here at least would be found a definite and radical break with the principles of the past insisted upon by men who knew what they wanted—a revolutionary program in fact? Well, a young radical at the close of the Conference—having attended all its sessions—summed it up in these terms:

The Conference professed to be the most advanced expression of Internationalism and Socialism. You need only look at the reports of the debates and read its resolutions to see that it is neither Internationalist nor Socialist. It is not Internationalist, in that national passions blazed out at every turn, and great Socialistic figures like Albert Thomas and Renaudel practically never spoke except to express a national point of view. Look at the resolutions. Is there one that deals with the method of abolishing the present capitalist system? Not one. Yet that was the supposed *raison d'etre* of the Conference. The place has been positively swamped with the literature of Czecho-Slovak, Jugo-Slav, Armenian, Georgian, Rumanian, Greek, Lettish, Esthonian, Urkainian, Finnish national claims—there have literally been tons of it distributed during the Conference. Not one single leaflet, so far as I know, has there been on industrial internationalism or the social revolution. And in the questions with which the Conference did deal—League of Nations for instance—it showed itself no more radical than Lord Robert Cecil or the other people in Paris. In one vital particular only—that of parliamentary representation—did it go in definite proposals beyond the Paris Conference, and that was so much an afterthought that it had to be introduced as an amendment. Who have been the dominating figures at the Conference? Branting and Arthur Henderson—about as suggestive of revolution as Lord Rothschild or the Archbishop of Canterbury. The excommunication of the Conference pronounced, not only by the Russian but even by the Swiss Bolsheviets, has been from their point of view entirely justified."

Very well then, one concludes, with his eye on this group of facts—the deliberate election of a Tory Government in England; the docility with which is accepted the representation at this juncture of the democracies by men like Milner, Cecil, Balfour, Bourgeois, Clemenceau, Orlando, Sonnino; "revolutionary" conferences of the kind just described—it is evident, in view of all this, that Entente Europe is in no revolutionary mood, and that it will stand by a steady and orderly development.

And then—one reads of the British strikes, where these sober British workmen who voted for Lord Milner throw the whole country into industrial chaos because they have a grievance about the dinner hour. And it is not just a momentary explosion. The thing is indicative of what has been going on for months; it is symptomatic of something widespread and chronic. What does it mean?

This much is clear: we cannot make any reliable estimate of forces at work unless we take the two apparently contradictory tendencies into consideration. How can they be reconciled? Here is a guess: Normally the mass of a busy people, concerned with its own individual daily work and troubles and preoccupations, is inert in political matters. That inertia cannot be stirred by forces that lack psychological stimulus, that are undramatic—mere argument and exhortation that require cold intellectual decisions arrived at by painful and unexciting ratiocinative processes to give them effect. An election, a matter of argument, speeches, votes, leaves the mass relatively cold, except where its emotions can be stirred. This is done most easily by appeals to the old and familiar sentiments of nationalism, hatred of the enemy. Certainly so unfamiliar a thing as the League of Nations does not profoundly stir it. But this relatively inert mass, absorbed in its own affairs, can readily feel the stimulus of an action which it can follow or imitate. To do something that other people are doing is a good deal easier than to think out painfully opinions and decisions which may differ from those of others. A strike is such an action, easily followed; the expression of opinion through a vote on the League of Nations and the abolition of the old diplomacy, involving difficult questions as to why the old diplomacy should be abolished and why the balance of power and national forces are insufficient, implies an intellectual activity before which an overworked miner or railroad man quails. The laborer feels himself done out of his dinner hour; that is something near to him, understandable; he is angry. The suggested remedy is one he is familiar with and the efficacy of which he can understand. And it is action—like fighting, a relief to the feelings. But this voting about foreign policy in Paris—that may have importance twenty years hence. Why should he have any feeling about that? "And the Boche should be made to pay up, as Hughes says; Hughes talks about the Boche in a way a man who has lost a son in the war can understand. Makes a man's blood boil. And now a lot of blighters who made pots of money out of the war want to do a man out of his dinner hour!"

And if in this mood two or three active resolute men come to a hundred and say they are going to strike, and ask the others to join them—why, in most cases they will, through except for such a lead the hundred would have gone on working without question.

And thus it is that an active minority can secure revolutionary action—a tremendous movement, for ends and results that of themselves are small. And action which is the result of motives and impulses of that kind is apt to be sporadic, localised, undisciplined, without centralised direction. The action is not on behalf of any large predetermined program; it "breaks out" spontaneously, impulsively—a temperamental manifestation. The final state is not one of revolution—large masses moving against a common enemy on behalf of a conscious political program. Rather is it confusion one group taking a line which runs counter to that taken by another group. The men who strike about a dinner hour are not impelled by revolutionary ideas or visions of a new social order, but by motives much less rationalised. And the situation would be a good deal more hopeful if the movement were more revolutionary, in the sense of being impelled by a vision of social revolution, and less temperamental and subconscious.

Francis Bacon remarked some centuries since that truth came out of error more easily than out of confusion. If a man has on some subject a clear-cut theory definitely wrong, he will, as Huxley remarked, have the great good fortune one day of banging his head against a fact; and that if he is honest, sets him straight again. But the man who will not clearly rationalise his beliefs at all but again as Huxley puts it, goes buzzing about unreflectingly between right and wrong, comes out nowhere.

Something analogous is true in politics. If there were a conscious, concerted revolutionary movement, leaders knowing what they wanted, with a predetermined program of a new social order, marshalling forces on one side; while on the other there were the forces of the old order, also knowing what they wanted, then one or the other would impose its will, and we should be able to live, *tant bien que mal*, by one system or the other. The traffic would be going either to the left or the right. And the question as to whether it should go to the right or the left is after all much less important than that everybody should do one thing or the other. The fatal thing most provocative of dreadful smashes is that sometimes folk go one

(Continued on Page 15)

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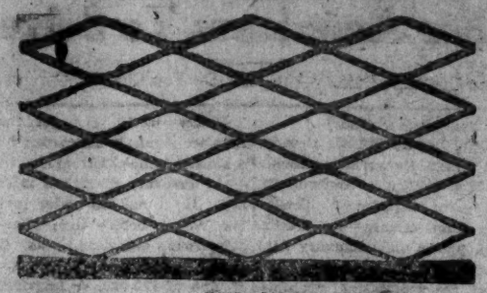
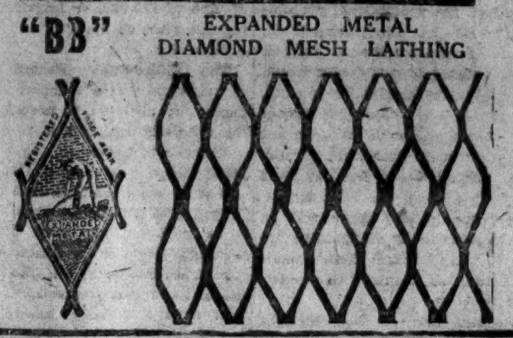


"BB" EXPANDED METAL DIAMOND MESH LATHING



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LIL' WILLIE WHO'S TAKING DRAWING LESSONS USES GRANDPOP FOR A MODEL
FOR THE LOVE OF MIKE, HURRY UP! IF I HOLD MY HEAD THIS WAY MUCH LONGER I'LL GET A CRAMP.
HE'S A HOT SKETCH.
I CAN'T GET YA IF YOU DON'T HOLD STILL.
DON'T FORGET THE LONG EARS.
THAT'S EXCITING.
I NEVER KNEW HE COULD DRAW. NOW I'LL LET HIM WHITE WASH THE CELLAR.
WHAT'S HE DOIN', MAKIN' A PITCHER OF GRANDPOP?
PITCHER?? HE MUST THINK GRANDPOP IS CROCKERY.
I KNOW IT WON'T LOOK A BIT LIKE HIM.
OR TWO BITS EITHER.
CALAMITY JANE.
YOUNG NUISANCE ISN'T EXACTLY AN ARTIST, BUT IF HE CATCHES VIOLA THE CAT, HE'LL DECORATOR (HER).
JOKE
"HON" ISN'T AN ARTIST BUT IF HE AND DEARIE WERE PARKED ON THE PARLOR SOFA HE'D TRY TO DRAW HER CLOSER.
NOW DON'T YOU LOVE THAT?
LOVE IS AN AWFUL THING. "HON" WOULD MAKE A GOOD MODEL FOR AN ANIMAL CRACKER
HEY DIPPYOPOLIS, IF TWO ARTISTS HAD A BOXING MATCH, WOULD IT END IN A DRAW?
"COMEDIAN"
HELP!
HATTIE BOUGHT A TICKET FOR A RAFFLE AND SHE DREW THIS HAT. ISN'T IT A PICTURE?
DON'T THINK THAT ALL LADY ARTISTS HAVE MODEL HUSBANDS.
FROM GILLY YOUNG.
HOW MANY LINES IN A DRAWING?
FROM FRANK CROGIN, BUFFALO
OL' JOHN DON'T

Musical Matters

By R. B. Hurry, Mus. Bac.

Correspondents wishing to draw attention to musical matters, or to ask questions should address the writer, care of THE CHINA PRESS, *enclosing real names and addresses, not necessarily for publication.*

Summer precautions as to pianos are very simple, but they are not often properly carried out. On all wet days close up the room. When windows are opened, close the piano. Once damp has got fairly into the piano, start a fire or stove, closing all windows and opening the piano. The room and instrument should only be heated sufficiently to dry the air thoroughly. This may throw the piano out of tune, but an extra tuning is cheaper than a ruined sound board or action. After drying, the felts will more rapidly soak up damp and will become as sodden as ever if closing up is neglected. Camphor will keep moth from the interior.

I am asked, "What is the proper use of the metronome, and do the Italian words (*Allegro*, etc.,) correspond to the number of beats per minute—quarter note equals 160 to 184, etc."? Assuming the answer is to a piano student, the little machine can be very useful.

The metronome is used to determine the speed of movement marked by the composer or editor. The piece is not to be played rigidly without *rubato* on that account; but playing so is very good practice, and does not lead, as many think, to a mechanical style. With a player of musical feeling it is not so.

One of the best uses of the metronome is in playing studies and scales. The instrument should be set at half or quarter the desired speed. After playing at this slow rate, the "time" is doubled and then quadrupled. This ensures slow study and is the best means of attaining high speeds. Thus, quarter note at 72 equals eighths at 144, and thirty-seconds at 576, to the minute.

The Italian marks (*Presto, Allegro*, etc.,) on Maelzel's metronome should be disregarded. They have there no musical meaning. "*Allegro*" is put between 160 and 184. In music, an *Allegro* at 80 is quite possible and usual, for half-note at 80 equals sixteenths at 640 to the minute. Be sure the correct value of the note (quarter, eighth, etc.,) corresponds to the number on the slide, otherwise the pace is twice (or four times) too slow, or too fast.

I have been asked to discuss the proposal that a large organ should be put into the Town Hall. This suggestion was made in an article in one of the daily papers when commenting on the report of the Cathedral Organ Committee. As honorary secretary to that Committee which has made certain concrete proposals, I think I should refrain from criticising another proposal which, so far from being concrete is hardly "in the air."

One may, however, be permitted to remark that the suggestion of a Town Hall organ has not as yet been put forward to the ratepayers, and that such a scheme, if carried out, would necessitate, apart from initial expense, the appointment of a municipal organist and some sort of semi-expert caretaker, to "watch" the organ during the months it was out of use, i.e., the most trying time for delicate mechanisms. If there is one thing organs in Town Halls in most countries are remarkable for, it is the infrequency of their use.

The originator of the Town Hall orgain proposal may be left to discover for himself by what means the roof can be raised (or the floor lowered) to give enough height for the long pipes of a large organ. I could make suggestions, but the proposer of the scheme no doubt has his own ideas, and is aware that organ pipes within a few feet of a ceiling sound at their very worst.

Except in places where weekly recitals are a part of the duties of the Town Hall organist. (Johannesburg is an instance, I think) the cathedral and church organs are invariably kept in better condition because they have to be used regularly, and any faulty mechanism has to be put right at once.

I remember that the Sydney Town Hall organ was found by Mr. Edwin Lemare to be unusable for the series of recitals he had engaged to give some years ago. The organ had been tuned for so long to the metal principal, that when that stop itself became untrue, the "scale" (equal temperament) of the whole organ was badly "out." To re-lay the scale of the principal, and to tune so large an organ back to the true scale would be a lengthy process. So far as I can recollect Mr. Lemare's recitals never took place at that time.

At the Cathedral here reeds and the more movable pipes are tuned to the scale weekly, but once a year the scale is laid afresh on the "Great" principal. As to the effect of damp, two gas stoves and two radiators are put into use, so soon as the hygrometer registers humidity higher than normal.

By this means, if a worn and cranky tracker action can be kept at normal, the improved modern action can be, just as with proper precautions the motor mechanism of a piano-player will work perfectly if damp is guarded against.

The piano-player, with its rubber or fiber tubing, is less reliable than the metal tubular-pneumatic organ action. The only *breakdown* of a modern organ, (apart from neglect of the entire action being the cause,) would occur with the blowing motor. This risk is very slight; about the same reliability being expected of such a motor as of a good modern lift.

Is It Revolution Or Caprice?

(Continued from Page 14)

way, sometimes the other, with no rule, but just as the spirit moves them. It that sort of confusion nobody can go into the streets in safety. And it is this confusion, the absence of any working theory, not the supremacy of one revolutionary theory however wild, that threatens the world.

In the political world in general—outside the industrial field of miners and railway men—a similar absence of conscious political principle or theory is leading to a similar condition of instability, of incalculable unrest, of movements that are determined not by conscious efforts towards a discerned goal but by unconscious impulse. One reads these speeches from statesmen of the old school in favor of a society of nations, and the self-determination of small peoples, and the respect of the weak by the strong; these Daily Mail eitorials expressing sentiments of pacific internationalism which, but a few years since, the same paper was holding up to ferocious contempt. One might assume that the public had undergone a great conversion, had seen a great light, thus to embrace this revolutionary doctrine of the League of Nations with its surrender of national sovereignty and independence, the privilege of imposing our will upon others by means of our superior might and virtue. But there is no such moral revolution; the public is quite unaware of having surrendered anything or changed any opinion. It follows an active lead like that of Wilson as to morrow it will follow a contrary lead if some turn of political circumstance should render it worth while for an active minority to furnish it. And statesmen and newspapers would turn from internationalism to intense nationalism and all its moral connotations, from talking of "the great ideals so nobly expressed" to talking of "the debasing sentimentality of an emasculate pacifism," without blinking; and the great mass of their readers would soon be completely unaware of any change whatsoever.

Put down thus nakedly the thing seems an affected overstatement, or an effort at cynicism. But it is neither. This change from one political philosophy to a contrary one within a few weeks has been abundantly illustrated in the last year or two in both Europe and America. For the first eighteen months of the war nearly all America drew an uncompromisingly pacifist argument from the war; it was the period of "I did not raise my boy to be a soldier"; of the Democratic party's claim for support on the ground that "it kept the country out of war." Within a few months the author of "I did not raise . . ." was writing to the papers to explain that the song was really written for the purpose of promoting the selective draft; great communities that voted by the hundred-thousand against America's participation in war were in a few months lynching those who were supposed not to favor the war. In such things as our attitude to Russia we have displayed the same moral gymnastics. For two years no word of criticism of Tsarist Russia was permitted in the French or English press; the papers abounded with touching stories of the gentleness and nobility of the Russian people. Today no good word for Soviet Russia can be printed in that same press. It it part of the condition which enables a Durham miner to vote for Mr. Bonar Law today and for the abolition of private property in mines and a syndicalist revolution tomorrow.

And if this waywardness marks a people possessed of the self-confidence, the encouragement, that comes of victory, what may we not look for in the enemy people whose future is so uncertain, who cannot, however disciplined and concerted their action determine that future, since they are within the power of others. Is it to be wondered that each gives himself to the impulse of the moment? "Revolution" would imply a set and common purpose, a discerned goal, and that would give us some hope. But those things do not mark the course of events. There's no discernible goal. *Quo vadis?*

Topics In Brief

The World War has cost the United States $30,500,000,000 to date. More reason for making a peace that will last.—*Little Rock (Arkansas) Gazette.*

Much of this talk to the effect that everlasting peace is impossible is done by the people who said a great war was impossible.—*Greenville (S. C.) Piedmont.*

We would feel indebted to Mr. Bryan if he would mail the Berlin Government one of his arbitration treaties and remind them that they once turned it down.—*Greenville (S. C.) Piedmont*

Inventors Discouraged In France

The lot of the inventor is not as happy a one in France as it is in this country. Prof. Paul Gaultier, of the Sorbonne, chides his own country for its lack of appreciation of inventors, in Les Annales, from which The Journal of the Patent Office Society (Washington) quotes this paragraph:

"France is, indeed, not a paradise for inventors. Not that France itself does not invent: it invents more than any other country in the world. But it makes no use of its own inventions. It does not use them because of the stubbornness of the people. In order that an invention should have any chance of being adopted by us, it must come back to us from abroad. The list would be a long one of all the discoveries which, born in France, came back to us after a long detour. We only begin to exploit an invention after we have become accustomed to it. There is no inventor of consequence, who in the beginning has not found everybody at home combined against him. That there should still be any inventors among us is an indication of how powerful French genius must be. If any one should discover a way of changing stones into gold, no one would even consider it. Manufacturers and financiers would turn down the proposition and the newspapers would ridicule it. And if the inventor should start to make a little noise about it, the guardians of our traditions would unite in condemning him. Repulsed everywhere, scorned and baffled, the inventor receives only injuries and misery, to such an extent are new things tabu among us.

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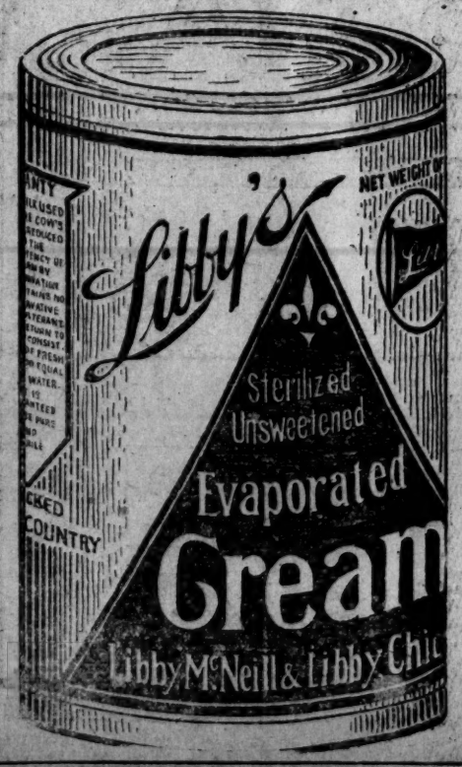

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Work Germany's Only Safety

Illustrirte Zeitung's Picture Of Plight To Which War Thurst Upon The World Has Brought The Fatherland

Germany began the war with the desperate motto "World Power or Downfall." Now that she has failed of world power saner heads in the country are trying to find a way of escape from the alternative then proclaimed. Their motto has become "Work or Downfall." A German weekly of the highest prestige in the old days, the Illustrirte Zeitung of Leipsic, corresponding in Germany somewhat to L'Illustration in France, shows in the last number to reach this country the effort to find salvation for deluded Germany. This powerful journal, once devoted to the glorification of all things German, issues a labor number, calling in many artists and writers to contribute to its plea to the masses to return to work. Across its cover is the motto: "Arbeiten, das erste Gebot" (To work is the first law). And something in the words sounds like a sardonic echo of another famous epigram of August, 1914, when Bethmann Hollweg stood up in the Reichstag and said: "Das Not kennt kein Gebot," (Necessity knows no law). This is the turn of the wheel in four and a half years for Germany.

The once powerful industries of Germany try to make a brave showing in the advertising pages of the Illustrirte Zeitung, but the result is not impressive. Two page advertisements of steel industries that cannot function for lack of coal and will never again have the ore deposits of Alsace-Lorraine, a half-page advertisement of an exporting firm which offers its services for a narrow circle of formerly neutral states, a typewriter concern, an auto truck company, an automobile factory, a locomotive works and other concerns represented by a few small advertisements complete the showing. The whole number contains only thirty pages.

These pages are devoted to appeals to the working classes in all industries and to farm workers. The women are not overlooked and a special article is addressed to them. The articles are backed by sketches and poster designs at once exhorting to labor and showing in blackest tones the fate that will befall all if the industrial collapse continues or if Bolshevism should take hold of Germany as well as Russia.

The frontispiece is a drawing in color by Will Howard showing a huge placard of a recent line of President Ebert:

Only conscientious and disciplined labor of all for all can save us." A poem, "A Call to Workmen," by Karl Broger, with decorative drawings suggestive of the style of the former Masses, follows.

A drawing that looks like an old wood cut shows what will happen if through a strike or unwillingness to work there should be a coal famine. It is a terrible portrayal of the worst horrors of poverty and want in the homes of the people. A two-page drawing in the center, painted in black and yellow, bears the legend:

If you do not work for yourselves, you will be made to work for others." It shows soldiers in nondescript uniforms suggestive of the old French type standing guard in a steel mill while groups of hopeless and brutalised humans toil with the product. And, finally, a page drawing, with "Arbeiten" at top and bottom, shows a group of laborers holding up a huge rock with death and famine peering down upon them.

"Work or Go Down," an article contributed by Minister of Economies Wissell, seems the most interesting and illuminating of the collection. He writes:

"It is not yet possible to balance up the heavy economic damages the war has brought with it.' We have the greatest difficulty even to maintain our economic life. How do things stand?

"What we had stored up in things which in one way or another served the life of the people we have used up to the last reserve. The work of the last four years, considered purely economically, has been without any profit. Even more, with the products of our labor, other values have been destroyed which we must replace, in Belgium, Northern France, etc. Even on that account we shall have to work harder and more earnestly than in peace times, and with fewer men, for the war has demanded many victims among the best and most capable—altogether, when they met death and in part where war has more or less diminished their creative ability.

"In addition there are the heavy wounds which the war brought to those remaining at home. The rising of the death rate through lack of food and overwork has greatly thinned the ranks of those at home. Another part has been damaged in health and is therefore less competent. A gigantic falling off in the number of births will in the near future make itself felt. Then there is the absence of foreign workmen who formely worked in Germany.

"Thus is the greatest national possession, human labor power, heavily damaged and struck to the heart. So far as it is left, we must treat it carefully and attentively. That will not be possible in the measure that is necessary, for the present demands its rights, every day its bread and the means to pay for it. And where shall we get the latter if not from work?

"What could be done to spare labor has been done. Labor protective measures have been re-established and the eight-hour day introduced for all classes, and not for the protection of the workers alone. We expected that the experiences of all times and countries would be repeated, that the intensity of labor would increase and the productive capacity of the individual would rise. That hope has been disappointed. The performance of labor is less, the price of labor higher, much higher. I know the reason, every one knows it. After the hard efforts of the war relaxation has set in. It is with the people as with the individual. That must be overcome and we must see to it. We cannot leave it to time alone to bring about a restoration. We shall literally go to the ground.

"We have not got the food to last till the next harvest. There is no doubt of that. The outside world demands payment for it; no payment in paper, it won't accept that, but gold or goods, and there is no other payment. Credit will not be given to us. We cannot take gold from the stock of Germany. In that case every one, the smallest private credit abroad would be lost, so far as any are left. So it has been announced to large, in themselves entirely safe, concerns. The outside world has no longer any confidence in Germany's political economy. We can only pay with our work. If we have nothing that we can export, then we cannot import the necessary food. But we can export. We have many things to which the outside market is favorable: coal and potash. We freeze at home and could export coal. Lighting is restricted, gasless hours are enforced. Factories must close because they lack coal, traffic is for the same reason strictly limited. Where coal production is not dead on account of the lack of workers, the means of transporting it are lacking. The fulfillment of the armistice terms makes itself felt here, but also the failing capacity of the cars and locomotive shops. It is not technical impossibilities which are in question. Less is accomplished. And everywhere there is unemployment and everywhere lack of workers, especially in farming.

"And thus the Spring situation stands before us. Are people not aware of the frightful position in which we find ourselves? We are in the position of the baker who consumes his own stock and soon has nothing to sell over the counter to his customers. The claims are on the national possessions, the property of all the people, not on the property of the capitalists. In numberless driblets it flows away and cannot be controlled by the national treasury. Aside from the war damages to be paid we must raise 19,000,000,000 marks yearly. That means for every person, widows and orphans included, 300 marks; that is, on a family of five persons, 1,500 marks a year. How can that be borne? A workingman, an artisan, a petty official, cannot bear his proportional share. Remains the land—which can only bear a portion—trade, and industry. How can they do it? We are going with giant strides toward an abyss. And the world lives as in a dream.

"Only one thing can save us—work, work, and again work! We must increase our production. Hear me, you workers, hear me all you can—work, work! Never mind that old saying about lack of freedom; show yourselves free men, show the will for freedom. Work, work, or you and all of us will go down."

American Soldiers Invade Latin Quarter

Older Denizens Of That Artistic Portion Of Paris Forced To Move Away

Paris, April 18.—The Latin Quarter of Paris, home of the denizens of the world of art, is, for the time being at least, a thing of the past, killed unwittingly by an invasion of American officers stationed in the capital. So many of the soldier boys have taken up their abode in this section of the city, so that they might get a sight of "real life," that the long time habitues have been forced to withdraw because of lack of room and high prices. The spirit of Bohemia, frightened by the influx from overseas, has spread its wings and drifted away to a more tranquil spot.

There are at present perhaps 200 American officers and soldiers living in the Latin Quarter, most of them being students at the Sorbonne, where special courses have been arranged for them. Many of the artists who lived there before the war had given up their studios and answered to the call of the flag. Consequently there were numerous apartments to be obtained by the Americans. The artist, upon being recently demobilised, came back to the Quarter to learn that there was no place for him, at least at a price within his means, for the Americans pay well.

Artists who had remained in the Quarter were little less fortunate, for they found that their purses would no longer support them in the old style in their cafes. Then, too, there undoubtedly was the question of a change of the atmosphere so dear to the artist. His privacy was a thing of the past.

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Planning A Great Scientific Institute For Drug Research With Conquest Of Disease As The Ultimate Goal

By Ellwood Hendrick

We have been discussing and studying drugs and medicines and the healing of the sick for as long a time as history records, but most of our knowledge has been obtained from occasional observations as to how things work. To the question why they work as they do, there has been too much speculation, too much taken for granted and far too little knowledge.

The task is as great as winning the war—that is, it calls for just as much earnest working and thinking and pulling together and planning. Whether it will succeed or not rests in the lap of the future—just as winning the war did—but by faith and help all around, and, above all by co-operation among men in many sciences, we have a chance to make great steps in advance toward the goal. We cannot conquer old age or death—we were not built to live as doddering old derelicts—but among the possibilities of conquest are such hateful, devilish things as consumption, cancer, venereal miseries colds, rheumatism, and the long list of evil things that cause us wretchedness the while we are entitled to life.

There are splendid organisations in operation in many places throughout the country, with earnest men at any tasks, but there is lacking a great central institution for research in drugs. As it is we have far too many medicines but, as it is also, we do not know enough about any of them.

We need a more intensive study of the chemistry and physics of the processes of life. Instead of marvelling like a lot of yaws over everything that transpires and knowing no other adjective than Wonderful! Wonderful! it behooves us to dig in and find out the why of things. There is nothing irreverent in this. We reach the peak of irreverence when we become lazy and quit the game so long as we still have the power to produce, the faculties to investigate and to add to the store of human knowledge.

Long before Lord Lister's day carbolic acid was known. Its usefulness was developed when he showed the awful cost of dirty surgery; and then its properties came to the fore. Cocaine was known before Dr. Koller as a student got some in his eye and discovered that he could not feel his finger when he rubbed it, and yet that he could see. At first he was frightened, but soon he shouted for joy because he knew that he had a local anaesthetic. Only lately Dr. Macht at the Johns Hopkins Medical School got a little benzyl alcohol upon his tongue by mere accident. First, the tongue became a little numb, then it lost sensation altogether—and straightway he had another local anaesthetic, an improvement on cocaine in many respects, and with but one-fortieth part of its poisonous quality.

Here are two important local anaesthetics, bearing no apparent chemical relation to each other, and both discovered by accident. Now suppose the philosophy of local anaesthesia were known, the why as well as the how of it, we should not have had to wait until Dr. Koller got cocaine in his eye or Dr. Macht got benzyl alcohol upon his tongue. By our very knowledge why these bodies act as they do the best possible drug for the purpose would have been indicated.

Calomel is well known and is greatly used in medicine. Its molecule consists of one atom of mercury and one of chlorine. Corrosive sublimate, or bichloride of mercury, is a strong poison, much used as an antiseptic. Its molecule consists of one atom of mercury combined with two of chlorine. We are much closer to an answer why these two bodies act so differently, but even that is still too much within the realm of speculation.

Now, physicians and surgeons are physiological engineers. They cannot experiment with their patients. What they need is the why and the wherefore of the drugs they use, so that they can use them with the greatest intelligence.

At the Buffalo meeting of the American Chemical Society an address was made by Dr. G. H. A. Clowes of Indianapolis on the Permeability of Various Membranes. The title doesn't sound very exciting, but let us consider briefly what he said—remembering to pronounce his name as though it were spelled Clows, for we are likely to come across it again. His talk had to do with colloid chemistry, which in turn has to do with particles of matter, larger than molecules and yet too small to be observed under an ordinary microscope by daylight. (There is an excellent little book by the way, just published by Van Nostrand, called "Colloid Chemistry," by Jerome Alexander. It is short, clear, scholarly, sound, well written and worth reading). Substantially all processes of life take place in the colloidal state, which is distinguished by chemists from that known as crystalloid. In the subject under discussion we have to do not only with the chemical structure of drugs but also with their particles which behave in one way under certain conditions and differently under others. Often it is the presence of another body which makes the difference. The molecules bunch up into what are called colloidal particles, and these colloidal particles keep constantly jiggling and wriggling about. Some wriggle through certain membranes rapidly others slowly, and still others not at all. This quality of a membrane which allows passage to certain particles is called its permeability. Now along comes Dr. Clowes with the explanation that certain medicines which, taken internally, act upon the upper part of the digestive tract affect the membranes with greater permeativeness, while in the case of those acting on the lower part of the tract the permeative quality of the drug is slow. Here is a whole world of research opened up, this permeability of membranes and the permeative qualities of drugs not upon the digestive tract alone but in relation to all the parts of the entire body, including the cells. First we must go at the chemistry of drugs and get their structure and their reactions, and then, considering them as colloids, we must go at the subject again. It is neither simple nor easy, but we have the men to do it if we give them the opportunity. A great deal of initial work may be done with marine plants and animals, and it is possible that after next summer there may be more stories to tell from the biological laboratory at Woods Hole, Mass., for there is where Dr. Clowes will be at work.

Why do we call a disease chronic? The only answer is because we can't cure it. And the only reason we can't cure it is because we don't know enough about it. We may know the bacillus or coccus that produces it, and how these organisms reproduce themselves, but what we need to know better is the chemistry of their lives. Knowledge points the way, but guesswork only hits it occasionally. The true road to scientific knowledge is by scientific research. Louis Pasteur blazed the trail, and he was a biological chemist. Koch was another, and he followed after. Ehrlich was a pharmaceutical chemist, and he brought out salvarsan, or "606" for the cure of syphilis. This was a step in advance, for the drug was made, built up chemically, atom within the molecule to meet certain conditions that had been studied. Now by similar processes there is a new and improved specific for the same disease discovered at the Rockefeller Institute.

The Spanish influenza, so-called, has cost more lives than the war in this country. In Italy the loss from the disease alone is reported at 900,000. We have no cure for it. But suppose there were a great institute in which the subject was studied, not only by a complete and co-ordinated staff working together toward the solution of the problem but in collaboration with all the other men with facilities for research in this country? Then the chances would be far and very more favorable to the discovery of the why of the misery and the way to overcome it than with our present lack of co-ordinated effort.

How have we got our medicines in the past? First, by tradition. Some one would observe that a certain plant extract or chemical body had a therapeutic or healing virtue, or seemed to possess it under conditions but indefinitely known, and following this we would have a new drug. Then somebody would prepare it and advertise it to beat the band. More lately we had the great influx of German coaltar products, and these, like some other German things, have proved a mixed blessing. The industry was operated principally as an adjunct to the dye business. Whenever a therapeutic quality was found in a chemical preparation it was patented, made in quantity, advertised as one of the wonders of the world, and the market was flooded with it. During the few years before the war we were fairly deluged with new German preparations, all patented and bearing scientific sounding trade names, of which some were useful, some moderately useful, while others should never have been introduced at all. Some lasted a year or so, then petered out as physicians discovered their futility—and some persisted. Some are still needed but not many. The business was run as a big money making enterprise, and in some instances, with no more ethics—except for a certain camouflage of language—than was practised by the old fashioned quacks.

Now we are at the parting of the ways, for it must be determined what American men of science and American industry will do. Shall we imitate the Germans and make as many of the German drugs as we can, and be awfully smart, and try to copy whatever the Germans or anybody else bring out that has a good selling quality? Or shall we organise a great scientific institute in which the sciences are co-ordinated and where men go at the subject intensively, the way we set about to win the war, calling upon the best minds we have in the country to work together for the conquest of these enemies of all mankind?

The idea is in the making. Last September Dr. Charles H. Herty, former President of the American Chemical Society, came out with an editorial in favor of such an institute in the society's industrial journal. This was followed by a symposium at a meeting on November 3 of the New York section in the hall of the Chemist Club. It was attended by many of the leading chemists, pharmacologists, biologists and manufacturers of the country. It was recognised that the existing institutions are doing splendid work, but that it might be immensely augmented if, through some adequately endowed organisation for drug research, the features relating to this subject coming from the Rockefeller Institute, the Johns Hopkins and Harvard Medical Schools and the many other establishments throughout the country, could be bound together. Work on drug research has never yet been co-ordinated on so huge a scale. It would not take work from other establishments unless they wanted to give it over on account of special facilities, but by co-ordinating work from all sources and places it would be sure to hasten that final and correct arrangement of facts which alone reveals the truth. An instructive feature of the great chemical studies made by the enemies of Germany after she launched submarine warfare and poison gas was that it was impossible to tell who invented most of the successful appliances to combat them. The reason was that in most cases no one man turned the trick, but that it was the result of many minds working together. That is the way to get ahead. In research in regard to drugs, however, every step would be duly recorded in the scientific journals, so that each man would receive credit for whatever he accomplished, no matter where he was at work.

The symposium in the hall of the Chemists' Club on November 8 met with enthusiastic approval from all sides. The biological chemists favored the plan and so did the pharmacologists. Dr. Alsberg, Chief of the United States Bureau of Chemistry, spoke with warmth in praise of it. The principal manufacturers sent letters urging it, and a number of them offered immediately to establish fellowships for the solution of problems that are of a pressing nature in their work. Dr. Weidlein of the Mellon Institute recommended it. To physicians it would prove a boon. And it would bring scientific and industrial interests together into the most favorable and wholesome relations.

Later, President Nichols of the American Chemical Society appointed a committee to prepare an estimate of cost, a plan of organisation and an outline of policies for such an institute. It consists of the following gentlemen, and men of science recognise it as one of great strength and authority: Chairman, Dr. Charles H. Herty (ex-President of the American Chemical Society); members, Profs. John J. Abel (of Johns Hopkins), Reid Hunt (Harvard) and Treat B. Johnson (Yale); Drs. P. A. Levene (Rockefeller Institute), Raymond F. Bacon (Director of the Mellon Institute), F. R. Eldred (of Indianapolis) and F. O. Taylor (of Detroit).

The United States Government should co-operate with its splendid laboratories, but this institute could not well succeed as a Government establishment. Science is an aristocracy which any one may enter who has the mind and the training to work in it, but those so engaged must enjoy freedom of mind, and Congressional control does not harmonise with such freedom. The Legislatures of certain States and the incompetent trustees appointed by shallow or thoughtless Governors are already playing the devil with some universities, so that these are losing their best professors. This should be an endowed institution, under able and competent scientific control.

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German Reparation As A Subsidy To World Trade

How It May Unlock The Dislocation Of The Exchanges And Bridge The Abyss Between Gold And Paper Currencies—A World Clearing House

By Edward A. Bradford
(*New York Times*)

The money cost of the war to all belligerents was estimated by our Federal Reserve Bank at G.$200,000,000,000. British authorities add to that estimate G.$250,000,0000,000 indirect damages. The total wealth of all belligerents was estimated at G.$750,000,000,000. Therefore, at a minimum estimate, disregarding deaths, disease, and distress, a quarter of the wealth of the nations at war was wiped out by the war. Japan and the United States are the only belligerents whose national debts are less than that proportion of their national wealth respectively, the ruling ratios of debt to wealth being from 50 percent upward.

Now comes the announcement that Germany must pay for her crimes 100,000,000,000 marks, with additions to be determined later.

In his speech in December Lloyd George said that the war bill of the Allies against Germany was $120,000,000,000, or more than Germany's total wealth. One hundred billion marks is nearly enough one-fifth of both Germany's wealth, liberally estimated, and of Lloyd George's bill, itself moderate to an extent which created critics of him in British politics. The total is disappointing even in countries which stop at billions in their figures of finance.

The Supreme Council at Paris has used fractions of trillions in their estimates, for the sake of reducing the ciphers, which confuse the eye, and for making comparisons easier. It seems fantastic to speak of trillions in finance, but billions are inadequate for the meaningless sums of what passes for money in Germany. The annual report of the Reichsbank for 1918 uses thirteen figures to express the total volume of its business at about tenfold the total of Germany's estimated wealth before the war. So far as figures go, Germany was never so wealthy. During 1918 the deposits in only forty-eight leading German savings banks rose from 3,838,000,000 marks to 5,164,000,000. And yet just recently it was necessary to renew the German moratorium on foreclosure of mortgages. Never was there so much money in Germany, and yet rents and mortgage interest are not paid. These figures are to be considered in connection with the relation of Germany's reparation to Germany's wealth.

Naturally the creditors of Germany do not want marks, which are even more worthless outside than inside Germany. What the world wants from Germany is what it took from its victims—actual property, industrial materials and machinery, animals, art objects, and other pilferings. So far as it exists it is to be handed over, in kind. As further immediate payment on account one-fifth of the named sum is to be paid in "either gold, goods, ships, or other specific forms of payment." Our particular interest in that lies in the fact that the United States gets forthwith eighthy-nine German ships now in American harbors, nearly doubling our mercantile marine at the beginning of the war. The Allies across seas are to get their ships back ton for ton, but not before Germany can build them. Considering that freights will fall as ships are built in all nations it is seen that ships in hand are worth more than better ships later.

The remaining 80,000,000,000 marks of value are beoynd delivery presently, since they neither exist nor can be created humanly speaking. There is no alternative but to accept Germany's promise to pay, even after forgiving the damages as to which "the resources of Germany are not adequate . . . to make complete reparation." The answer of the world to the national critics of Lloyd George is the adoption of his idea. The 80,000,000,000 of marks, and such later awards as may be made, are to be applied only to the "compensation for all damages caused to civilians," under seven classes. The damages are to persons. The payments are to Governments, through a commission of one member each from the United States, England, France, Italy, and Belgium, with particular representation to other Allies when their claims are under consideration. The commission by majority vote, except unanimous vote on questions involving sovereignty, is to "receive, hold, sell, and distribute" reparation payments, and act similarly regarding the German bonds which are to be delivered presently as evidence of the debt, and to be released as reparation payments are made. Twenty billion marks are to be paid within two years, without interest; 40,000,000,000 at 2½ percent between 1921 and 1926, and 5 percent thereafter, with a sinking fund of 1 percent, from 1926; and 40,000,000,000 upon terms to be fixed by the commission. Germans contribute principal and interest of reparation at 180,000,000,000 (G.$45,000,000,000) normally.

However disappointing the total of German payments may be there is no doubt that the measure of her ability to pay is as satisfactory as novel. Valuations of German wealth would be as futile as the valuation of our railways which the Interstate Commerce Commission has been unable to complete, although making every effort for years. There can be no sure valuation where there is no buyer and no money passes. There is no more responsibility or certainty about Lloyd George's valuation than anybody else's, and he allowed himself a variation in his estimate of £5,000,000,000, approximately the principal amount of the indemnity now fixed.

Whatever Germany's wealth may be it is mortgaged to the hilt. The cable this month informed us that Germany's present national debt is 185,000,000,000 marks, according to the estimate of the Imperial Minister of Finance.

There are State and local debts besides, as with us. Lloyd George's estimate of German wealth, although supported by German authorities, is now repudiated by them, with the declaration that they were "false, and given out merely to encourage subscriptions" to the German loans.

Such objections fall before the Versailles method of assessing Germany on income, not on wealth, and on the same standards as are actually endured by other nations. The Reparation Commission is to examine Germany's system of taxation,

"first to the end that the sums for reparation which Germany is required to pay shall become a charge upon all her revenues prior to that for the service or discharge of any domestic loan, and secondly, so as to satisfy itself that in general the German scheme of taxation is fully as heavy proportionately as that of any of the Powers represented on the commission."

A more workmanlike proposal than that has been suggested by nobody. Since the Baring panic the world's financial conflagrations have been American, and there seems something familiar in the resemblance in the masterful methods of handling. Economically speaking there is no way of estimating wealth more exactly than by its yield. When a tree is stripped of its fruit there is no value left, and yet it is foolish to cut it down if more fruit is wanted. Therefore Germany must be left enough of its tax income to subsist, although that will be by grace and necessity rather than by right.

Those who like to take their revenge in words have only to compare the above section with the words of the Imperial Secretary of the Treasury, Dr. Helferich, when declaring the Empire's policy of war taxation, "We do not desire to increase by taxation the heavy burden which war throws upon our people. Germany's enemies deserve to drag the leaden weight through the centuries to come." It was not until 1918-19 that Germany levied any war taxes worth mention. Even yet there is no imperial income tax, although Prussia long has had one. Other nations had first recourse to income taxes, and the United States laid the heaviest income tax the world ever knew. But all the taxes Germany did not levy to keep her finances sound she now is to levy for the relief of her wrongs, and she is to levy them on the scale of comparison with what others have paid.

This month, according to the cable, Herr Dernburg, Minister of Finance, said before the Berlin Chamber of Commerce that the budget this year would be 17,500,000,000 marks. It is not enough, and it will only be partly disbursed in Germany. It is not endurable that a nation so much more populous than England, and with so much larger natural resources, paper wealth and trade profits aside, shall lay no heavier taxes than England has endured for years. The percentage of Germany's debt to wealth is larger than that of other leading Allies, owing to her policy of financing the war by borrowing while the other nations taxed. The percentage of interest on debt to income also is larger in Germany than in other nations, for the same reason. But these are mere book-keeping fictions for Germany. None of her debt worth mention is held abroad, and she long has boasted that she was self-contained in her finances. That is nothing different from saying that her finances were a farce which might be prolonged indefinitely, so long as she traded with herself alone, and "captured" her food and materials. German banks are stuffed with German finance paper, not with bills of either domestic or foreign exchange. Germany owes Germans, and Germans owe Germany. The accounts may be balanced by making equal entries on both sides.

Now all this cunning finance is swept aside. Germany's internal debt is nothing to the enemy nations, which have established their prior claims. To them the debt which Germany has set up to evade damage payments is brushed aside, as the above extract shows. When the 100,000,000,000 marks is bearing the fixed normal rate of interest of 5 percent, the Allies will take half of Germany's net or saved income before the war, or a quarter of the net income on the present estimate of 20,000,000,000 marks. In March the German Minister of Finance ranked third the indemnity Germany even then expected to pay. He put other obligations first through the necessity of preserving German credit if German industry were to be revived for the purpose of paying indemnity, and the budget was deferred until the indemnity became known. It will be different from his calculations. Of German finances there is nothing left. The fabulous sums named above are something apart from German labor factories and remaining natural resources. They are Germany's true wealth, and they are a pledge first to the enemy nations. It is no wonder that the German Stock Exchanges closed when the terms were announced.

At first thought there is something like consternation at the thought that 100,000,000,000 marks are to be added to the world's excess supply of paper evidences of debt. According to the Economist the world's bank deposits increased during the war more than £5,000,000,000. That is, they more than doubled, to over G.$50,000,000,000. To this and to the war funded debts it is necessary to add G.$123,000,000,000 of note currencies. That is an increase of over G.$100,000,000,000, allowing only $90,000,000,000 to the Bolshevist attempt to make money worthless by printing it illimitably. Probably nobody knows how much paper there is afloat in Russia, but it is credited with 2 percent in gold cover, which is more absurd than the nominal figures of circulation. Now this flood of funds is to be increased by 100,000,000,000 marks of German paper, issued by the country which has too much, to others in the same condition. That is adding "pig to pork," as surfeited bankers say.

And yet, perhaps, this issue may be the salvation of the international deadlock in the circulation of goods, when the circulation of paper breaks all records. World trade is now doubly interrupted. First, there is the dislocation in all exchanges which makes it impracticable for any country to borrow or to buy in the currency of any other. When dollars are exchanged into francs or lire or pounds there is a loss on the exchange which obstructs trade. Secondly, there is a wall of the same sort, springing from the same cause, in the differences in prices in a gold country like the United States—the only one—and in paper-using countries. The world which is oversupplied with money is undersupplied with goods, and yet is unable to supply its wants partly because of the difficulties of transportation, and partly because of the difficulties of exchange just mentioned.

Is it not possible that this deadlock may be unlocked by the very means which seems to make the matter worse? This one hundred billions of marks is to be issued in proportions not now fixed to the Allies, except the United States, which has no need of it and has waived its claims. It comes to them from outside themselves, and is an addition to their resources, enriching them by the difference between their war finance and that of Germany, which thought itself enriched by the stoppage of its foreign trade. The countries respectively receive "certificates of beneficial interest" in Germany's bond issue, but the bonds themselves remain with the Reparation Commission until the payments have been made which redeem the bonds and discharge Germany to that extent. May not these certificates of beneficial interest be expected to act as a sort of subsidy in aid of the trade of the nations which receive them? And beyond that may it not be hoped that the trade of the entire world may be quickened by the use of the certificates as the key in the lock of stagnated trade?

To be specific, why is it that the War Finance Corporation with an authorized billion of credit is unable to make use of it in stimulation of trade? It is because bankers with demand deposits will have nothing to do with credits of the length required. The case calls for international documents resembling Victory notes, something which can be used in international trade much as "documents" are attached to ordinary commercial bills of exchange. Germany's promises to pay are little more useful between nations than the Bolshevists' Hatred of Germany will not prevent the world from trading with her on a cash basis, and the nation which hates Germany worst because it has suffered most is likely enough to be first in line. But not in exchange for Germany's promise to pay alone. But Germany's indemnity beneficial certificates, endorsed by the nation which uses them, is a sort of "two nation" paper and is likely to be acceptable.

To be specific, the nations which have loaned Belgium money in her trouble have released her, and will take Germany's indemnity promises instead. Moreover, Germany's earliest issue of indemnity bonds will relieve the most pressing demands, like Belgium's. But where will Belgium buy? Where she can buy best, undoubtedly; where credit is fullest, and supplies most available. No one nation can expect a monopoly of Belgium trade, but certainly no nation is better fitted than the United States to supply both credit and goods. It is no surprise to read in the cables the close of the week that Belgium probably will send buyers to the United States to obtain new machinery and raw materials. There is the enormously important question of financing the importation of this raw material, but with proper help Belgium will show the world she is willing to work to rehabilitate herself. The world will believe what the head of one of the largest steel works of Liege says of his country. Nine-tenths of his machinery is gone, "captured" by Germany's disciplined looters. There hardly could be a more welcome buyer here than those like him, his promise to pay perhaps being collateraled by German beneficial certificates issued with the approval of Belgium or its indorsement. The beneficial certificates would not be money, nor payment. They would be collateral until Belgium or the Belgium buyer paid the purchase money in either goods or cash. Then the beneficial certificates would be returned and Germany's debt to its victims would be satisfied in like amount. Our war finance corporation could take such paper, and issued its own securities, now useless.

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Peking Union Medical College

Announcements for the Academic Year 1919-20

The work of the reorganized Peking Union Medical College is divided between two schools: the Medical School, which gives a four years' course in medicine and an additional optional year of special work in the laboratories or hospital; and the Premedical School, which offers a three years' course preparatory to admission to the Medical School. The Premedical School was opened in September 1917. The Medical School will admit its first class on October 1, 1919.

All instruction in both the Medical and the Premedical Schools, except courses in Chinese language and literature, is given in the English language.

THE MEDICAL SCHOOL

Requirements for Admission: The minimum requirements for admission to the Medical School are graduation from an approved middle school, or its equivalent, and the completion of not less than three years of college work. This must include satisfactory courses in biology, chemistry (including general, analytical, and organic), physics, English Chinese, and at least one other foreign language.

All candidates for admission, except graduates of the Premedical School, must pass satisfactory examinations in the subjects required for admission.

Curriculum: During the year 1919-20 only the subjects included in the first year of the medical course will be offered.

Graduate Courses and Research: Special courses in anatomy, physiology, and physiological chemistry will be offered during the year 1919-20 to graduates in medicine or other qualified persons. Visitors who desire to investigate special problems may be granted the use of the laboratories at the discretion of the Director.

THE PREMEDICAL SCHOOL

Requirements for Admission: Admission is by entrance examination only. To be eligible for the entrance examinations, a candidate must be a graduate of an approved middle school or its equivalent, and must possess a good working knowledge of English, both oral and witten.

Curriculum: The Premedical School offers a three-year course in the fundamental subjects which are prerequisite to the study of medicine, including mathematics, biology, chemistry, physics, Chinese, English, French, and German. Students who complete satisfactorily the work of the Premedical School are admitted to the Medical School without further examinations.

Advanced Standing: Admission with advanced standing will be granted to candidates who present suitable credentials showing the completion of one or more years of work of collegiate grade and who pass satisfactory examinations in the subjects for which credit is desired.

Calendar: The first semester opens September 23, 1919, and closes January 30, 1920; the second semester opens February 3, 1920, and closes June 16.

EXAMINATIONS

Examinations for admission to the first year of the Medical School and for admission to the Premedical School will be held at Peking and at Shanghai on June 9 to 13 and August 25 to 29, 1919. In case the number of applicants warrants it, examinations will be held at other centers. Applications for admission and requests for further information should be addressed to

The Dean,
Peking Union Medical College, Peking, China

Peace Treaties May Be Concluded But Wars Go On Just The Same

Sixteen Different Conflicts Raging In Europe Despite Fact That Peace Conference Is Finishing In Europe

(*New York Times*)

Despite the armistice and the Peace Conference, battles still rage in distracted Europe. Armies surge forward and back as the fortunes of war smile and frown upon them. In place of the one war which raged between 1914 and 1918, there are now sixteen wars in Europe, while one has just come to an end after bloody fighting, and several brand-new ones may break out at any moment.

The Bolsheviki are fighting nine wars.

The sixteen wars still in progress, so far as they can be identified by recent cable despatches, are:

Bolsheviki vs. Allies.
Bolsheviki vs. Russian Loyalists.
Bolsheviki vs. Ukrainians.
Bolsheviki vs. Germans.
Bolsheviki vs. Poles.
Bolsheviki vs. Rumanians.
Bolsheviki vs. Letts.
Bolsheviki vs. Finns.
Bolsheviki vs. Lithuanians.
Poles vs. Germans.
Poles vs. Ruthenians.
Poles vs. Czecho-Slovaks.
Germans vs. Letts.
Austrians vs. Jugo-Slavs.
Rumanians, French, Serbs, and Czecho-Slovaks vs. Hungarians.
Bulgar Royalists vs. Bulgar Reds.

A war concluded within the last few days was that between the Bavarian Government and the Bavarian Reds.

Fronts where there is tension which may be a prelude to actual fighting are:

Ireland.
Dodecanese Islands.
East coast of the Adriatic, (Fiume, Dalmatia, Albania.)
The Rhine. (zone occupied by French, British, and Americans.)

The Bolsheviki were, until recently, waging war against forces of the Allies on two fronts; the northern, comprising the region around Archangel and the Murman coast (where several thousand Americans are part of the Allied forces) and the southern, including Odessa and the Crimea. On the southern front the Bolsheviki have apparently prevailed, for recent advices told of the withdrawal of French, Rumanian, and Greek forces from Sebastopol and other Crimean points, as well as from Odessa.

In the north, however, the fighting has, from all accounts, been going against the Bolsheviki. Recent despatches record repulses of Bolshevist attacks and advances by Allied troops both southward from Archangel and from the Murman region. Reinforcements sent into the north by Trotsky, the Bolshevist Minister of War, in an endeavor to turn the tide of the fighting, were hastily deflected, according to a recent despatch, eastward toward Viatki, on account of the steady advance westward of the Russian Loyalist forces of Admiral Koltchak.

Despatches from the Archangel and the Murman region have, of late, brought tales of disintegration among the Bolsheviki fighting thereabout. Many deserters have gone over to the Allies, it is said, and there have been several withdrawals of Bolshevist forces in the face of Allied pressure, one covering about thirty miles.

The war between the Bolsheviki and the Russian Loyalists is being waged on several fronts, the most important being those where the Loyalists are commanded, respectively, by Admiral Koltchak and General Denikin. The forces of the former, it was reported a few days ago, had begun an important offensive movement in the region of Uralsk, the terminus of the railway running eastward from Saratov on the Volga. Samara and Perm, important Russian cities, were reported menaced by the new movement of the forces of Koltchak and the Ural Cossack troops who have thrown in their lot with him.

Generals Denikin, Dutoff, and others have been operating further south against the Bolsheviki, at times apparently in co-operation with the Koltchak forces. A recent report spoke of the rapid advance of Dutoff on Orenburg, where the Bolshevist authorities were making hasty preparations to evacuate the city. Troops of Denikin have also won brilliant successes recently on the Caucasus front, where one pitched battle netted them thousands of prisoners, many cannon, and large amounts of ammunition and supplies.

The third war being waged by the Bolsheviki is against the Ukrainian Nationalists under Petlura, who resent interference in Ukrainian affairs by the Government of Lenin and Trotsky. The fighting between the two sides has been a regular seesaw, but latest advices seem to show that Petlura is gaining the upper hand. Kiev, the Ukrainian capital, has changed hands several times. According to recent news, the Ukranian Nationalists had again occupied it.

Petlura has been greatly aided, it is reported, by his Chief of Staff, Colonel Melnik, a Galician artillery officer who served with the Austrians against the Allies. By Melnik's advice, Petlura so disposed his forces that he began cutting off the supply of provisions to the Ukranian capital and not only brought about its capture but made the Kiev region so hot for the Bolsheviki that they were forced to abandon it altogether.

News about the fighting between Bolsheviki and Germans is hazy, but there is no doubt that there have been several clashes between them since the signing of the armistice last November. One of the most definite pieces of news was that Marshal von Hindenburg was recruiting a German army to throw back a threatened Bolshevist invasion of Eastern Prussia.

A similar haziness surrounds the operations of the Bolsheviki against the Letts, in which several pitched battles have been fought. The Bolsheviki are accused of terrible atrocities in the region inhabited by the Letts around the City of Dorpat.

Between Bolsheviki and Poles an active war is being waged, with the Poles getting the best of it, according to the most recent news.

Before and after the armistice of last November there was considerable fighting between Russian Bolshevist and Rumanian forces, following the occupation of Bessarabia by the latter. Rumania has for a long time claimed Bessarabia on account of the large Rumanian population there, and actually received this region through the treaty of Bucharest with the Central Powers, but the Bolsheviki have consistently refused to recognise Rumanian suzerainty in Bessarabia. A few weeks ago a Bolshevist army fought its way through Ukrainian territory to Bessarabia and was reported to have defeated Rumanian forces there.

The Bolsheviki also have on their hands a perfectly good war against Finland. Only meager news has trickled through about the Finnish operations against the Russian Soviet Government's forces—in fact, all that was known until the other day was that Finnish troops were moving eastward toward the Murman region in co-operation with Allied forces in that quarter—and also fighting further south—so that, when the report was printed a few days ago that the Finns had taken Petrograd, it was like a bolt from a clear sky.

The Finns are probably operating under the direction of General Mannerheim, who headed the Finnish White Guards after the collapse of Tsardom made Finland free, and is reported to have come to a satisfactory arrangement with the Governments of the Allied countries, whereby they are allowing food to be sent to Finland.

Turning to Poland, one finds a state of military activity in that infant republic surpassed only by the situation confronting Lenin and Trotsky. The Polish Government, headed by Ignace Jan Paderewski, the renowned pianist, in addition to administrative problems of the utmost intricacy, has four full-fledged wars to worry about. That against the Bolsheviki has already been mentioned; the other antagonists of the new Poland are Germans, Ruthenians, and Czecho-Slovaks.

Fighting between the Poles and the Ruthenians in Galicia has been going on for months. The Ruthenians, who inhabit the region about the important cities of Lemberg and Tarnopol, are of stock akin to the Ukrainians living to the eastward, and many of them are unwilling that the new Poland should comprise their territory, though it was included in that part of the defunct Austro-Hungarian Empire known as Austrian Poland. The City of Lemberg has changed hands several times in a few months, and has been subjected to bombardment by Poles and Ruthenians, while pitched battles, vying in magnitude with those which made Galicia a shambles in the campaigns of the Russians against the Austrians and Germans in the early part of the great war have been fought near Lemberg, Przemysl, and other Galician cities. So serious was the fighting that the Allied Governments sent strong protests to the combatants, which caused the trouble to calm down for a while, but it has flared up several times despite these protests.

With the Republic of Czecho-Slovakia, southwest of Poland, the new Polish Government is also having differences. These concern especially the region comprising the valuable mines of Teschen.

In the region of Libau the Germans are at war with the Letts. Recently the former were reported to have ousted a Leftish Government at Libau and substituted one of their own. What has happened since then is doubtful.

One of the liveliest battlefields during the last few weeks has been Hungary. After the armistice Hungary existed for a while precariously under a democratic regime headed by Count Karolyi, but it was overthrown by Hungarian Reds under Bela Kun and others, who appeared to be in direct communication and sympathy with the Lenin-Trotsky crew at Moscow. The Hungarian Reds found themselves in hot water just as soon as they took up the reins of government. While decrees as fantastic as any launched by Russian Soviets followed each other in rapid succession at Budapest, the heads of the new regime had to cast about to find means of meeting a converging invasion of Hungary by Rumanian, Servian, French, and Czecho-Slovak forces, approaching Budapest from the east, south, and north. The Red forces were worsted in several battles, and, at latest reports, the invading armies had encircled Budapest.

During the past few months there have been occasional rumours of trouble between Hungary and Poland, but it does not seem to have assumed the proportions of a real war.

After the armistice of last November German Austria became a republic, and for a while seemed to have escaped further warfare. But on May 2 a report came from Paris that an army of 17,000 Jugo-Slavs had attacked 4,000 Austrians in the district of Carinthia, which is part of Austria, and, as a result of the ensuing fighting, had passed six miles beyond the line of demarcation set by the Armistice Commission between Austrian and Jugo-Slav territory. The Jugo-Slavs were also reported to have crossed the Drave River at several points and cut the railway line to Arnodstein and the important station of Klagenfurt, thus preventing communication between Austria and Italy.

The list of wars going on in Europe last week closes with the revolt of Bulgarian Reds against the Bulgarian Royalist Government. A despatch to a Berlin paper reported sanguinary fighting between Government and revolutionist forces, who desired to set up a Soviet Government in Bulgaria.

The first days of May brought an end to a war that threatened to become one of the most serious in all Europe—that between the rival Governments of Bavaria, the so-called Hoffmann and Red. Following a coup d'etat that gave the Reds possession of Munich, the Bavarian capital, Hoffmann and those remaining loyal to his regime established themselves in Nurnberg, Bamberg, and other Bavarian cities and asked for support from the Government headed by Friedrich Ebert at Berlin. Gustav Noske, the militant Minister of Defense of the Ebert Government—who appears to be the man of the hour in Germany—busied himself personally with the Bavarian imbroglio and the remarkable activity displayed by the Noske-Hoffmann forces soon made it clear that the position of the Red Government in Munich, headed by Lewien, Axelrod, and Toller, was desperate. Advancing from several directions the opponents of the Reds got astride the Rosenhein and Landshut railways, connecting Munich with the east and north. Requests for an armistice from those holding the city were curtly refused by Hoffmann, whose forces were soon in Schleissheim and Dachau on the outskirts of the city. Then followed a heavy attack on the city itself, met with desperate resistance by the Reds, but the Hoffmann-Noske forces fought their way into the suburbs of Schwabing, Nymphenburg, and Thalkirchen and soon sealed the doom of the Reds.

The Reds have been reported as still conducting active propaganda in Augsburg and other parts of Bavaria, and the Bavarian peasants are said to be unfriendly to the Prussian troops whom Noske poured in to aid Hoffmann. But the Berlin Government, according to news a few days ago, has promised to withdraw these troops as soon as order has been completely reestablished in Bavaria, and, up to the time of going to press, the Hoffmann regime seemed in no immediate peril.

But there are still other "fronts" where there is a possibility of sudden resumption of hostilities. Foremost among these is that long stretch of coastland bordering the Adriatic where Italians and Jugo-Slavs face each other in grim expectancy. Fiume, which leaped into world-wide fame as a result of President Wilson's difference with the Italian Premier Orlando and the other Italian delegates to the Peace Conference who stand for extreme Italian annexationist ambitions, is reported to be packed with Italian troops, while, in the district surrounding it, Jugo-Slavs are massing as if in preparation for trouble. Further south, in Dalmatia, an Italian army is said to have landed, which may further complicate Italian-Jugo-Slav relations.

The Italians have also been having trouble with Greeks and Albanians. Clashes have occurred at Adriatic ports between Italians and Greeks along the Adriatic on account of rival claims to the eastern coast of that sea and also in the Dodecanese Islands, where the Italians are said to have threatened the inhabitants with starvation if they evinced a desire to be joined to Greece.

The Albanians are incensed over the report that the town of Volpna is to belong to Italy, declaring that Italian occupation there would start a movement which would threaten the dismemberment of Albania. President Wilson, in a memorandum to Premier Orlando of Italy, is said to have advised that Volpna be Italian.

It is furthermore said that Premier Venizelos of Greece, in view of the Italian claims in Albania, has declared that the Albanian Islands should be Greek, and the Servians, encouraged by his stand, are also advancing claims for annexation of Albanian territory.

And there is another front which must not be forgotten for an instant—the Rhine. Marshal Foch explicitly stated that the war was not over; he looks upon the French, British, and American troops mounting guard along Germany's lordly river as an army in hostile territory. Should Germany's delegation refuse to sign the peace treaty, it will behoove this army to pass far beyond the present limit of the neutral zone on the right bank of the Rhine. In that case, irrespective of whether it meets with armed resistance, it will be an army of invasion, and another war will be on in distracted Europe.

Ireland may be included among potential sources of trouble, as it is bristling with bayonets and liable to explode at any moment. And there is Portugal, which has just downed a Royalist uprising, and Spain, seething with trouble, and the Paris Peace Conference, which might as well adopt Marquis of Queensberry rules, and—but the list of "fronts" must be closed somewhere.

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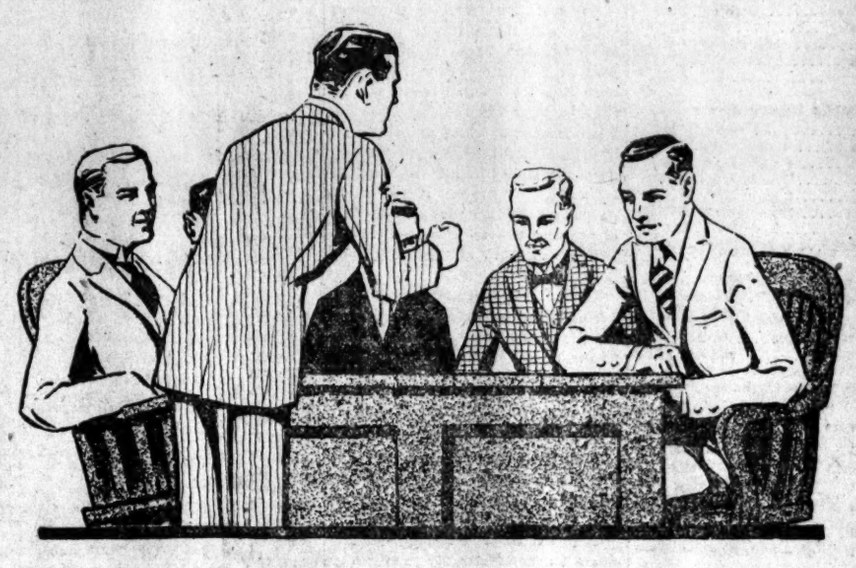

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SHANGHAI

-:- Financial And Commercial News -:-

Exchange and Bullion

Shanghai, June 28, 1919.

Money And Bullion

Sovereigns: buying rate
@ 5/3½=Tls. 3.78
@ exch. 74.4=Mex. $5.08

Gold Dollars: Bank buying rate
@ 122½=Tls. $1.80
@ exch. 74.4=Mex. $109.95

Mex. Dollars: Market Rate 74.15
Shai Gold Bars. 978 touch Tls. 240
Copper Cash ..... per tael 1320
Native Interest ..... Tls. .15

Latest London Quotations

Bar Silver 54 1/16d
Bank Rate of Discount 5%
Ex., Paris on London .. Fr. 29.72
Ex., New York on London T.T. G. $4.61¾

Exchange Closing Quotations

London ..... T.T. 5/8½
London ..... Demand 5/8¾
India ..... Nom. T.T. 302½
Paris ..... Nom. T.T. 794
Paris ..... Nom. Demand 797
New York ..... T.T. 122
New York ..... Demand 122½
Hongkong ..... T.T. 66
Japan ..... T.T. 41¾
Batavia ..... T.T. 307
Singapore ..... T.T. 44½

Banks Buying Rates

London ..... Demand 5/4½
London ..... 4 m/s. Cdts. 5/5½
London ..... 4 m/s. Docy. 5/6
London ..... 6 m/s. Cdts. 5/6½
London ..... 6 m/s. Docy. 5/6½
Paris ..... Nom. 4 m/s. 863
New York ..... o/d. Docy. 123½
New York ... 4 m/s. Docy. 129½

Roubles Exchange
Today's Bank Buying Rate For Roubles

Roubles 3.350 ..... =Tls. 100
Roubles 100 ..... =Mex. $4.00

Customs House Exchange Rates For June

Hk. Tls.	3.43 @	5/2½	£1
,,	1 @	784	Francs 8.73
,,	0.74 @	121½	Gold $1
,,	1 @	42¾	Yen 2.61
,,	1 @	15	Rupees 4.37
,,	1 @	1.50	Mex. $1.50
,,	1 @	—	Roubles —

Stock Exchange
Transactions

Shanghai, June 28, 1919.
TODAY'S QUOTATIONS

Official
Langkats Tls. 21.00
Langkats Tls. 21.50 Sept. C. N. I.
Langkats Tls. 20.50 cash C. N. I.
New Engineering Tls. 26.00 July
Shanghai and Hongkew Wharf Tls. 102.00 September
Shanghai Lands Tls. 68.00
Cuity Dairy Tls. 14.00

Unofficial
Shanghai Docks Tls. 145.00 Sept. Tls. 140.00 July Tls. 138.00 cash
Shanghai Cotton Tls. 207.50 Tls. 208.00 September
Yangtszepoo Cotton Tls. 15.25 Sept.
North China Insurance Tls. 220.00
New Engineering Tls. 27.75 Tls. 27.50 September

Sharebrokers' Association
Transactions

Shanghai, June 28, 1919.
BUSINESS DONE

Unofficial
Telephones Tls. 74.50 cash

Piece Goods And Yarn

In their report for week ending June 27 Messrs. Ilbert and Co. write as follows:

Piece Goods

The week has been characterised by a general resumption of business, and demand has once again been uniformly good, though the quantities changing hands are still not of any great volume, while a sharp break in prices has to be recorded especially for some of the auction goods. The reason for this is that a certain amount of nervousness prevails as to the stability of present values arising out of the fact that Japanese cloths are once again beginning to trickle into consumption and that the strength behind the boycott is obviously not what it was in the first days of excitement. There is, moreover, a certain amount of cargo now arriving from England, which is bound to increase as time goes on, provided the necessary space can be found.

As far, however, as replacing values and the available deliveries are concerned, there is little justification for any decline in values here and the opinion seems to be fairly general that the signing of the Peace Treaty, of which news is hourly expected, will cause a further upward movement in all the cotton manufacturing centers of the world on the assumption that a good deal of buying has been held up until the Treaty becomes an accomplished fact.

There has been unduly heavy rain during the past week throughout a great part of the Yangtsze provinces, more especially in the districts surrounding Hankow where a good deal of damage has been done and communications interrupted by floods.

It is now made public that the new Chinese Customs tariff will be applicable to shipments made after July 31 from all countries.

Grey Shirtings Generally.—After many weeks of steadily advancing prices a reaction appears to have set in and values at the auctions have shown a general decline all round. The following sales have been brought to our notice.

9-11 lbs.—In 10 lbs. Nine Boys at Tls. 9.85 and Man and Lion at Tls. 7.85.

12-lbs. 36-inches.—Blue Round Dragon at Tls. 10.50.

White Shirtings.—There was a good demand at the earlier auctions but later in the week this eased off and at the close our market was weak at lower prices. We have the following sales to record. Blue Round Dragon at Tls. 11.60, Five Boys at Tls. 11.40, Flower No. 1 at Tls. 11.00, Good Luck at Tls. 10.25, Nine Boys at Tls. 9.85, and Flower No. 4 at Tls. 9.55.

American Flannels.—We hear of the undermentioned sales. Tremont at Tls. 10.75, Indian Head at Tls. 7.75, Man and Horse A. at Tls. 7.50, C. at Tls. 6.40 and Boy at Tls. 5.75.

Dyed and Fancy Cottons.—Market quiet with little business offering. Auction values easier.

Cotton.—In sympathy with the higher rates for cotton ruling both in America and England our local staple has shown a steady improvement. It is reported that fair business has been done. Quotations today are approximately, Tungchow at Tls. 33.00 to Tls. 34.00, Steam Ginned at Tls. 32.00 to Tls. 32.50, Taichong cotton at Tls. 32.50 to Tls. 33.00 and Ordinary Shanghai at Tls. 32.50 to Tls. 33.00. We understand some business has been done in next season's cotton against forward Yarn purchases for delivery November-December next but prices are not made public.

In Hankow grades Shensi No. 1 is quoted at Tls. 35.00 to Tls. 36.00 and Ordinary Hankow grades at Tls. 30.00. Our market at the close being steady to firm.

Reuter's telegram dated London 20th instant quotes Good Middling American at 19.32d. Egyptian Sakillaridis at 27.09d. and M. G. Bengals at 14.95d. per lb.

Local Yarns.—Clearances have continued quite satisfactory throughout the week. Our market for both spot and forward as far ahead as next December is quite strong, a further business is reported on the following basis for delivery over periods up to December.

10's.—100 bales Anchor at Tls. 151.00, 50 bales Chelin at Tls. 155.00.

12's.—100 bales Teenkwan at Tls. 165.00.

14's.—200 bales Anchor at Tls. 170.00 to Tls. 175.00, 800 bales Four Hee at Tls. 170.00 to Tls. 175.00.

16's.—2,000 bales Two Tiger at Tls. 180.00, 400 bales Teenkwan at ls. 180.00, 300 bales Wedding chop (heavy) at Tls. 182.00, 2,500 bales Censor (heavy) at Tls. 190.00, 1,600 bales Man and Clock (heavy) at Tls. 190.00.

20's.—300 bales Wedding chop at Tls. 210.00.

Indian Yarn.—Market steady. Sales reported are as follows:

No. 6's, 50 bales Lighthouse at Tls. 137.00

No. 10's, 50 bales Tricumdass at Tls. 157.50, 100 bales Connaught at Tls. 156.50.

No. 12's, 100 bales Currimbhoy at Tls. 171.50.

Japanese Yarn.—No business is recorded.

PARIS EXCHANGE

(French Wireless To Reuter)

Paris, June 27.—(Via Lyons and Koukaza).—Paris exchanga:

Paris-London cheques ...	29.30
War Loan:	
3 percent	62.40
4 percent 1917 ...	71.75
4 percent 1918 ...	72.55
5 percent	88.45

Singapore Rubber Auction

Singapore, June 11.—Following were the prices realised at the auction this week:

	Singapore per lb. Cents.
Sheet	
moked Fine Ribbed	70½/68
Smoked Good Ribbed	68½/62½
Smoked Fine Plain	58½
Smoked Good Plain	Nil
Unsmoked Fine Ribbed...	Nil
Unsmoked Good Ribbed..	Nil
Unsmoked Fine Plain ...	Nil
Unsmoked Good Plain ...	....
Cupwashing	36
Crepe	
Fine Pale Thin	73/70½
Good Pale Thin	68/59½
Good Pale Blanket	Nil
Good Brown	Nil
Fine Brown	59½/53½
Good Brown	53½/47
Good Dark	49/42
Barky	42/32½
Scrap	
Virgin and Pressed	36
Loose	Nil

Catalogued for sale: 1,590,379 lbs. (about 710 tons).

Sold: 572,066 lbs. (about 255 tons).

Owing to a series of local holidays, the comparatively small quantity of about 700 tons was catalogued for sale at this week's auction, and the sale was completed on the first day.

The market was decidedly weak with only a few buyers operating, and large quantities had to be withdrawn for want of offers.

Fine Ribbed Smoked Sheet and Fine Pale Crepe sold in the morning up to 70½ and 73 cents respectively, a few lots in cases obtaining 71 and 74 cents. In the afternoon, however, 69½ cents for Sheet and 72½ cents for Crepe were the best obtainable prices. The average prices show a decline on the week of 3½ cents and 4 cents on these grades.

Hardly any offers were obtainable for Good Ribbed Smoked Sheet and Good Pale Crepe.

Fine and Good Brown Crepes show a decline of about 5 cents, and a similar decline took place in Good Dark and Barky Crepes. The demand for the latter two grades, however, was rather steadier than for the two former.

Towards the close of the sale in the afternoon the interest of the buyers fell away entirely. The tendency is weak and a further decline in prices is expected.

The next auction will take place on Wednesday the 18th of June.

Meyer and Measor.

100,000 CHILDREN LOST BY BELGIUM DURING WAR

Toil Taken Of Belgium By War Made Known At International Conference

Chicago, May 19.—The war has cost Belgium 100,000 children, Dr. Rene Sand, one of Belgium's leading medical authorities and Professor of Social and Industrial Medicine at the University of Brussels, declared today at the opening of the International Child Welfare Conference.

The speaker declared, however, that an increase in the number of baby clinics and other child welfare provisions was offsetting this loss and making for a diminished death rate.

Five hundred delegates are here for the conference, including representatives of several European countries and Japan. The conference will be concluded tomorrow.

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If you are a victim of Malaria you can begin your own cure today by sending to the nearest medicine vendor for a bottle of Dr. Williams' Pink Pills. They are also obtainable, post free, 1 bottle for $1.50, 6 bottles for $8.00, from The Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

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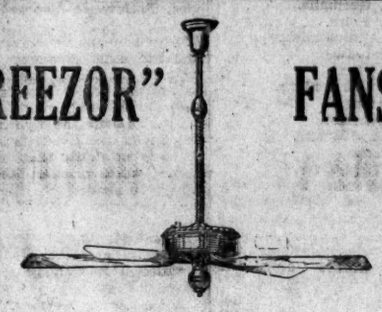

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(19)

Historic Geneva, The World's Capital

Literary Backgrounds And Associations Of The Seat Of The League Of Nations

By Julian Grande

By selecting Geneva as the seat of the League of Nations, the city of Calvin and Rousseau, of the Reformation and the Red Cross, and of refugees in all times, has now become the capital of the world.

For English-speaking people, Geneva, even now a city of only 117,000 people, will always be the Swiss town possessing a rich store of associations. No part of Switzerland, and, it may be, no part of Europe, has so many literary and historical links with England as the shores of Lake Geneva. For centuries past, indeed since Milton's visit in 1639, this has been the resort of those bearing great names in English literature; while for an even longer period they have been hardly less closely bound up with the great names of French literature. It was in Lausanne on the shores of the Lake of Geneva that Gibbon wrote the last three volumes of his "Decline and Fall of the Roman Empire." It was on these shores that Byron wrote some of his finest poetry. His name will ever be remembered in connection with the Anchor Inn at Ouchy (still standing); nor is the "Prisoner of Chillon" likely to decline in popularity because recent research has shown that Bonivard, the original of the Prisoner, was as far as possible from having been the hero sans peur et sans reproche of Byron's imagination. Shelley also visited Geneva, with Harriett and Jane Clairmont, and in 1816 he and Byron went together to Lausanne.

The greatest English poet whose visit to this part of Switzerland is recorded was Milton, who set out in 1638, at the age of 30, for the so-called "grand tour," arriving in Geneva via the St. Bernard with a letter of introduction to the famous Geneva scholar, Jean Diodati. Milton, however, has left but scant record of his doings in Geneva.

After Milton came John Evelyn, the diarist, then aged 26, also with a letter to Jean Diodati. Early in the eighteenth century Addison visited Geneva. At this time he was only 31 years of age. One of the few travelers of the past who left a description of Geneva as he saw it was the poet Gray, who visited it, with Horace Walpole, in 1739. Even then, apparently, it had many English residents.

Another English writer who visited Geneva was Oliver Goldsmith, in 1735, when he was aged 27. Having lost his last shilling at play, Goldsmith set out on foot for the still fashionable "grand tour," his luggage consisting of his famous "clean shirt," and his only visible means of support being his flute. Later, in 1719, Wordsworth included Geneva in a long vacation-walking tour, but it was Byron's prolonged residence on the shores of the lake which gave rise to what amounted to almost a custom among English poets and writers to visit Geneva and Lake Leman.

Few novelists' names are closely associated with Geneva. George Eliot was there in 1849 and 1850, but she had then published nothing of importance, and her portrait, painted at the time, is still preserved in the library of the university. A lively modern novelist, who has introduced English characters into some of his tales—Victor Cherbuliez—was born at Geneva of a Genevese family, several of whom attained some degree of celebrity. Indirectly only may Mrs. Humphry Ward be said to be connected with Geneva by her translation of Frederic Amiel's "Journal Intime."

The surroundings of Geneva have associations scarcely less full of associations. There is the village of Mornex, on the Saleve, where Ruskin lived for a time after the completion of "Modern Painters;" and the villages of Ferney and Coppet, the scenes of two of the most famous French salons—that of Voltaire, from 1758 to 1778 at Ferney, and Mme. de Stael's rather later, at Coppet. Mme. de Stael's father, Baron Necker, was a Genevese.

In recalling thus a few of the men and women who have made Geneva and its surroundings famous I have, of course, referred only to those in whom most general interest is felt, and who are best remembered at present, passing over scores of others who had, nevertheless, claims to distinction in their day.

Geneva, however, will always be memorable not merely for her attitude during the war, and for having been a city of refuge for political exiles and persecuted persons of all descriptions, but also as having been the seat of the Reformation, Calvin's city, and the birthplace of Rousseau. The mention of Calvin recalls the name of John Knox, one of the many famous personages, who, in the sixteenth century, visited Geneva. To the undoubted charm of its situation and to the beauty of its lakes and environment Knox was wholly insensible, but he did have eyes for its spiritual condition, and it seemed to him "the most perfect school of Christ that was in the earth since the days of the Apostles."

Any one at all familiar with the great names and associations of Geneva will constantly trace them in the streets—the Rue Calvin, the Rue Necker, the Rue Voltaire, the Rue Farel, and, above all, the Rue Jean Jacques-Rousseau, where Rousseau's father lived; the Grand Rue, where Rousseau himself was born, the house being marked with a memorial tablet, and the Promenade de la Treille, where, as he relates, his father and mother, in their courtship days, used to walk up and down of an evening.

Geneva's central and easily accessible situation, the fact of its being on neutral territory, no less than its connection with the Reformation, doubtless combined to induce the International Committee of the Reformation Monument to decide that this memorial, the "Protestant Wall," would be more appropriately erected in Geneva than elsewhere. The monument was not designed merely to commemorate Geneva's share in the Reformation, but the Reformation throughout the world—with the part taken in it by the Pilgrim Fathers and John Knox, as well as the continental Reformers.

Geneva is already an international city. Calvin's University is essentially international; Rousseau's monument is international, the very situation, to say nothing of the atmosphere of the city, are international. Its associations, as has been shown, are not merely peculiar to one country, still less to one city; they are connected with the whole world. No city, accordingly, could be better suited to be the home of the Society of Nations.

O.V.B. OREGON VERY BEST

LOGANBERRY JUICE
Serve it for Luncheon, Dinner or Dance

Gande, Price Co., Agents

Home of Lamps & Wiring Supplies

Brilliant Electric Company

Consulting Engineers & Electrical Contractors

P564, Nanking Road, Shanghai.
'Phone: C. 4907

The "Brilliant" on This Lamp means Brilliant Light

We are specialists in good Lighting. Lighting advice and plans on request.

A-62

JUST UNPACKED!

LATEST SUMMER HATS

FOR

LADIES

Now displayed at

The Sincere Co., Ltd.

BUSINESS AND OFFICIAL NOTICES

(Continued from Page 26)

Chinese Post Office

Post Office Savings Bank.

Notification No. 1

Introduction of Post Office Savings Bank

The Public is hereby notified that a Post Office Savings Bank will be opened at the Head Post Office, Peking Road, on July 1st, 1919.

Deposits are limited to $100 a month for an individual, and $150 a month for a school or public body. In the case of individuals, the maximum amount of deposits, principal and interest included, is $2,000; in the case of schools or public bodies, $3,000.

The smallest deposit that is accepted at one time is $1. However, in order to provide for the saving of sums smaller than one dollar, Savings Stamps of 5 and 10-cent denominations are on sale, to be affixed on Savings Cards which are obtainable at the Savings Bank. Such Cards will be accepted as deposits when stamps to the value of $1 have been affixed.

The interest allowed is 4.2 per cent; per annum, calculated from the day following deposit up to the day preceding withdrawal. Deposits are not subject to taxation by the Government.

Further information and copies of the Post Office Savings Bank Guide can be obtained at the Savings Bank.

W. W. RITCHIE,
Postal Commissioner.

Shanghai, 18th June, 1919.

24065

Japanese Bone-setting Treatment

Anyone who suffers from any of the undermentioned troubles may be wondrously and promptly cured:

Fractures.
Dislocations.
Contused wounds.
Incomplete dislocations.
Transmutation of members from injuries.
Disability of motion of joints.
Rheumatism from wounds.

Diagnosis in the forenoon.
Attendance by arrangement in the afternoon.

Apply to:
KUAISHUNDO
No. 42, Chapoo Road

CARPETS

Come and see us before buying elsewhere. Our prices are the lowest: our goods are the best.

TIENTSIN CARPETS AND RUGS
Sheep or Camel Hair
Made to order from customers' designs.

HWA YENG FACTORY
127 Peking Road

SPECIAL TRANSPORTATION

FOR CARGO, PARCELS AND SMALL CONSIGNMENTS

via

Shanghai-Nanking and Tientsin-Pukow Railways. Immediately Dispatched at lowest rates, suitable to all parties

Rates forwarded on application, or representative will call.

APPLY: The National Transport Co.,
203/205 Boundary Road, Shanghai. Tel. North 338
or at Town Office: 11A Nanking Road, c/o Harvey's Advertising Agency.
Telephone, Central 4208

22173

ANNOUNCEMENT

Sawyer, Candee & Co., Inc.
20-22 Broad St., New York
beg to announce the opening of a branch office in Shanghai.

IMPORTERS OF PIECE GOODS, METALS, HEAVY CHEMICALS, ANILINE DYES, ETC., ETC.
EXPORTERS OF CHINESE PRODUCE

Sawyer, Candee & Co., Inc.
6-B Kiangse Road
Telephone: Central 1628 — Shanghai — Cable address: "Sawcanco" Shanghai

C. EDDIE & CO.

SHIP CHANDLERS AND STEVEDORES
Coal Merchants, Ships' Compradores and General Storekeepers. All Kinds of Ballast and Dunnage Materils for Sale at Moderate Prices.

Cable Address:— EDDIE & CO.—A.B.C. Code, 5th Ed. Used
Telephone, North 639
1132-3 Broadway, Hongkew, Shanghai

T. Ichiki & Co.

Phone North 2631.
Dealer in
Musical Instruments and Music.
Y. 36, North Szechuen Road.

Mr. and Mrs. Seki

Electric and Hand Massage
Graduated at the Massage School of Tokio, Japan.
No. 1469, Woosung Road,
End of Minghong Road,
SHANGHAI.

23866

Russian Lady Dentist

Miss. A. Gauhman
20 Nanking Road,
Time 9-12 : 2-6
Tel. 1916.

17387

Dr. James Yuking's

Office for Venereal Diseases is now removed to 73 NANKING ROAD.
Hours: 10 a.m. to 5 p.m. daily and by appointment.
Special consideration to men in uniform.

Dr. E. G. Lobzowsky DENTIST

Four Years' Practice in New York.

Plate, Crown, Bridgework, Gold and Porcelain Inlay.

No. 3 G. Peking Road

JAPANESE VETERINARY HOSPITAL

DR. S. NAKANISHI
and
DR. G. KAWABE
Y-A 4 Barchet Road: Tel. N. 611
(near American Alliance Church)

23518

NOTICE

We beg to announce that a charter has been obtained from the Ministry of Communications in Peking for the erection of our Electric Power Plant in Pootung, which is now well under way and will be ready for service next Spring. Our organisation is perfected along modern lines. For particulars, please apply to

THE POOTUNG ELECTRIC SUPPLY CO., LTD.,
54 Ta Kih Road, West Gate,
Shanghai.

24168

HONMA HOSPITAL

No. 8A Miller Road. Tel. N. 2961

DR. K. HONMA
(former Assistant at the Imperial University at Fukuoka.)
Women's Diseases
Confinements, Surgery
X-Ray and Diathermy
Examination with Uretroscope
Skin Diseases
Massage Treatment

Dr. med. F. T. Kiang

Physician and Surgeon

(Formerly Assistant at the Surgical University Clinic of Berlin)
Specialist in veneral diseases.
Office: 85 Szechuen Road.
Consultation Hours: 2-4 p.m.
Telephone: No. C. 3844.

The Shanghai Chemical Laboratory

No. 4 Canton Road

TAKE ADVANTAGE

OF THE

HIGH EXCHANGE

Carry a Gold Dollar Account

WITH

AMERICAN EXPRESS COMPANY

No. 3 Kiukiang Road

NOTICE

Tenders are invited for the purchase of B. C. Lot 117 and part of B. C. Lot 117c, as now occupied by The Presbyterian Mission Press and The British and Foreign Bible Society. Full particulars may be had on applying to Mr. C. W. Douglass, 18 Peking Road.

24177

Shanghai Foreign Exchange Bankers' Association

The Foreign Exchange Banks will be closed for the transaction of Public Business on Tuesday and Wednesday, the 1st and 2nd July, on account of Summer Holidays.

24172

JUST ARRIVED

Waterman's (Ideal) Fountain Pen

Safety Type No. 42 ....$4.50
Safety Type No. 44.... 6.00
Remex Pen 2.00

Chow Tzu Kong, Bookseller
111, Szechuen Road

23826

Bukit Toh Alang Rubber Estates, Ltd.

NOTICE is hereby given that the Ninth Annual General Meeting of Shareholders of the abovenamed Company will be held at the Head Office, No. 71 Szechuen Road, Shanghai, on Thursday, the 10th day of July, 1919, at 4.30 p.m., for presentation of the Report of the Directors and Statement of Accounts for the year ended 31st March, 1919.

The Transfer Books of the Company will be closed from Monday, 7th, to Thursday, 10th July, both days inclusive.

By Order of the Board of Directors,
HUGO REISS & CO.,
Secretaries and General Managers.
Shanghai, 26th June, 1919.

24156

Municipal Notification

No. 2602.

7% LOAN 1919

Price of Issue until further notice 95 per cent.

Under the authority of Resolution V passed at the Annual Meeting of Ratepayers on April 9, 1919, the Council hereby invites applications for debentures in the 7 per cent Loan of 1919.

The debentures in this issue will bear interest from the date of purchase at the rate of 7 per cent per annum payable on June 30 and December 31 in each year.

They will be issued at 95 per cent until further notice and will be redeemed on December 31, 1929.

The scrip will be issued in denominations of Tls. 1,000, Tls. 500 and Tls. 100 to suit the convenience of applicants.

Application forms can be obtained from the Treasurer, Finance Department, 24B Kiangse Road, to whom all enquiries should be addressed.

By order,
N. O. LIDDELL,
Secretary.

Council Room,
Shanghai, April 12, 1919.

23826

FOR SALE

A number of very fast and medium-speed Motor-boats, also a motor tow-boat.

For particulars apply:
WRIGHT & BELYEA,
8 North Honan Road.

22240

BRISTLES

WIDLER & CO. CHUNGKING

SKINS

Born 1915 — Still existing

Hongkong Market

Messrs. Moxon and Taylor write as follows in their report for week ending June 20:

We have had a brisk market during the past week and the tone generally speaking has been decidedly cheerful. It looks as though so far from the impending June Settlement depressing stocks that the contrary will be the case.

Shanghai appears to have passed through its crisis and great credit is undoubtedly due to the way in which the situation has been handled by the authorities. The share market was never very adversely affected and since the strikes had been ended, a regular boom has set in particularly in Cotton shares.

Banks.—Hongkong Banks have firmed up locally to a buying quotation of $685 at which a fair number of shares had been done for Northern account. London are sellers at £107.

Marine Insurances.—Cantons at $437½ are neglected. North Chinas are in request at Tls. 220. Unions are very steady at $180. Yangtszes are wanted at Tls. 242½.

Fire Insurances.—China Fires are without business at $141. Hongkong Fires have changed hands at $330.

Shipping.—Douglases are a very firm market with buyers unsuccessfully offering $94. Steamboats at $22½ are unchanged. Deferred Indos have suddenly come into favor and buyers prevail at $158. London quotes £36.10/-. Star Ferries at $34 have sellers. Shells have fluctuated in London between £9.7.6 and £9.14/-, at the close they are round about £9.14/-.

Refineries.—China Sugars have been the medium of a very considerable business, the market closes extremely firm with buyers at $158 for June and $159½ for July. Malabons have risen to a buying quotation of $39.

Oils and Mining.—Raubs are wanted at $2. Tronohs at 44/6 are nominal. Ural Caspians at 52/6 are without business. Kailans are in demand at 50/-. Langka's might be sold at Tls. 19¼. Anglo-Egyptian "B" have changed hands in London as low as £6.1.3 but have again risen to £6.6.3. British Burmahs have buyers at 32/6 locally.

Docks, Wharves and Godowns—Kowloon Wharves have strongly strengthened on the pressure of a general demand the market having risen to $95 cash. Hongkew Wharves remain in request at recent rates in Shanghai. Hongkong Docks have developed great strength and after sales at $153, $154 and $155, are now in good demand at $158. Shanghai Docks are very firm in Shanghai with buyers at Tls. 135½ for cash. Tls 739 for July and Tls. 142 for September. New Engineerings have also improved to a buying quotation of Tls. 25.

Lands, Hotels and Buildings.—Centrals are quiet at $112. Hongkong Lands are wanted at $115 with no shares coming out. Humphreys at $8 are wanted. Hotels have improved to $105 at which price shares are in demand. Kowloon Lands at $47 are still wanted. Reclamations are nominal at $175. West Points at $80 are nominal.

Electric Companies.—Hongkong Electrics under strong demand for June settlement, have risen to a buying rate of $75 but shares seem scarce. China Lights are wanted at $51½ for old and $1.30 for the new. Hongkong Trams at $7¼ are quiet.

Miscellaneous.—China Borneos are wanted at $7.80. Cements continue firm and $8 might be paid for cash shares. Powells are wanted at $11½ ex dividend of $1 just paid. Waterboats at $13½ are in request. Steam Laundries at $8¾ are firm, as are Watsons at $5, in the latter a considerable business has been done at $5.10.

Rubbers.—Linggis have relapsed to £1.7.6. in London.

Exchange.—The demand selling rate on London is 3/8¼ and the T.T. selling rate on Shanghai is 65.

The China Mutual Life Insurance Co., Ltd.

Parents should take advantage of the present high rate of exchange to provide for the future education of their children.

Write to us for particulars of our Special Policies, at

10 Canton Road,
Shanghai.

ASTOR HOUSE HOTEL
TIENTSIN

Cable Address
ASTOR

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms.

Every Bedroom with private Bath and Toilet.

First Class Cuisine and Selected Cellar, under Foreign supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT

Chinese and Foreign Banking Announcements

hartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital £2,000,000
Reserve Fund 2,000,000
Reserve Liability of Shareholders £2,100,000

Head Office:
38 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London Joint City & Midland Bank Limited.
The London County and Westminster and Parrs Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Hollo	Puket
Bangkok	Ipoh	Rangoon
Batavia	Karachi	Saigon
Bombay	Klang	Seremban
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Manila	Taiping
Delhi	Medan	(F. M. S.
Haiphong	New York	Tavoy (Lower
Hankow	Peking	Burma)
Hongkong	Penang	Tientsin
	Yokohama	

Shanghai Branch 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

A. I. D. STEWART.
Manager.

BANQUE DE L'INDO-CHINE

Capital ..... Frs. 48,000,000.00
Reserve ..... Frs. 50,000,000.00

Succursales et Agences:

Bangkok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Dondichery	Peking	Tourane
Haiphong	Papoete	
Hankoou	Pnom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et commercial; Societe Generalle.
In London: The Union of London and Smith's Bank Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN.
Manager.

The Exchange Bank of China

SHANGHAI BRANCH
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabex."

Capital ..... Yen 10,000,000

Head Office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T/T, Letters of Credit, Buying and Selling Specie, etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtao, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong, Canton.

P. C. KONG,
Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital $15,000,000

Reserve Funds:—
Sterling £1,500,000 @ 2/- $15,000,000
Silver 21,000,000
$36,000,000

Reserve liability of Proprietors $15,000,000

Head Office: HONGKONG
Court of Directors:
J. A. Plummer, Esq., Chairman.
Hon. Mr. E. V. D. Parr, Deputy Chairman.
A. H. Compton, Esq.
Hon. Mr. S. H. Dodwell.
C. S. Gubbay, Esq.
P. H. Holyoak, Esq.
Hon. Mr. J. Johnstone.
W. L. Pattenden, Esq.

Chief Manager.
Hongkong—N. J. STABB.

Branches and Agencies:

Amoy	Ipoh	Penang
Bangkok	Johore	Rangoon
Batavia	Kobe	Saigon
Bombay	Kuala-Lumpur	S. Francisco
Calcutta	London	Shanghai
Canton	Lyons	Singapore
Colombo	Malacca	Sourabaya
Foochow	Manila	Tientsin
Hankow	Nagasaki	Tsingtao
Harbin	New York	Vladivostock
Hollo	Peking	Yokohama

London Bankers:
London County Westminster and Parr's Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN.
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	26,960,000
	Kug. Tls.
Capital Contributed by the Chinese Government ..	3,500,000
Reserve Fund	1,750,000

Head office: PETROGRAD.
Paris office: 9 Rue Boudreau.
London office: 64 Old Broad Street, E.C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Sciete Generale pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour favoriser le Development du Commerce et de l'Industrie en France.
Milan: Credito Italiano.

FAR EASTERN BRANCHES:

Bombay	Hailar	Nicolayewsk
Chanchun	Hankow	O/Amun
(Kwan-chendze)	Harbin	Peking
Chefoo	Hongkong	Shanghai
Dairen (Dalny)	Manchouli	Tientsin
	Newchwang	Vladivostock
		Yokohama

85 Branches and Agencies in Russia, Siberia and Mongolia.

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZLERSKI,
G. CARRERE.
Managers for Asia.

The National Commercial Bank, Ltd.

Established 1907.

Paid-Up Capital $1,000,000.00
Reserve Fund 391,547.41

Head Office: Shanghai
Peking and Kiangse Roads.
Tels: Managers' Office: Central 2650
General Office: Central 2613 & 2614

Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

FOREIGN CORRESPONDENTS
London, New York, San Francisco, Tokio, Yokohama, Kobe and Osaka.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Y according to arrangement.

Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement.

Domestic and Foreign Drafts purchased and sold.

Credit grant on approved securities.

Savings Accounts—4% per annum.

Every description of banking business transacted.

Modern Safe Deposit Boxes For Rent.

SHEN CHU HSU, Manager.
SHU CHIN MIN, Sub-Manager.
C. C. YANG, Sub-Manager.

Banque Belge Pour L'Etranger

Societe Anonyme
Filiale de la Societe Generale de Belgique
(THE BELGIAN BANK)

Paid-Up Capital £2,000,000
Reserves £431,890

Head office: BRUSSELS
London: 2 Bishopsgate, E.C.2
Branches: Alexandria, Tantah, Cairo, Peking, Tientsin, Rotterdam.
Agents:
New York: 31 Pine Street
Manchester: 31 Mosley Street

President:
JEAN JADOT
Gouverneur de la Societe Generale de Belgique

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque Nationale de Credit.
Lyons: Banque Nationale de Credit.
Marseilles: Banque Nationale de Credit.
New York: Guaranty Trust Co. of New York.

Interest allowed on Current Accounts in gold or local currency and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS.
Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Commercial Bank of China

Head Office: SHANGHAI

Subscribed Capital Sh. Tls. 5,000,000
Paid-Up Capital Sh. Tls. 2,500,000

Advances made on approved securities, Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4 % per annum.
For 12 months at 5% per annum
On deposits in Dollars according to arrangement.

H. G. MARSHALL,
Chief Manager.

行 業 華 中
Chung Foo Union Bank

(Established in 1917.)
Statutes approved by the Government in 1916.
Head Office: Tientsin

Subscribed Capital $2,000,000
Paid-Up Capital $1,020,000
Reserve Fund .....$ 20,000

Deputy Managing Director:
SUN TAO SAN

Managing Director:
NIEH CHI-WEI

Branches and Agencies in Domestic Cities and Foreign Countries:

Tientsin	Chinkiang	Ichang
Shanghai	Soochow	Changsha
Peking	Wusieh	Shasi
Hankow	Hangchow	Wuhu
Nanking	Ningpo	London
Yangchow	Shaoshing	New York
Hsuchow	Canton	San Francisco
Pengpu	Hongkong	Boston
Changchun	Changteh	Tokio
Antung	Chengchow	Kobe
Kiukiang	Tsinkiangpu	Osaka
	Yokohama	

And also other principal cities in foreign countries.

SHANGHAI BRANCH.
S. 441 Ningpo Road.
Tel. Central 1929 Managers' Office.
Tel. Central 2618 General Office.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits both in Taels and Dollars according to arrangement.

Credits granted on approved securities.

Y. R. SUN, Manager.
T. D. ZAU, Sub-Manager.

International Banking Corporation

Head Office:
National City Bank Building
55 Wall Street, New York.

Capital and Surplus ...U.S. $6,500,000
Undivided Profits .U.S. $2,363,000.00

H. T. S. Green,
President & General Manager.
London Office:
36 Bishopsgate, E. C.
San Francisco Office:
232 Montgomery Street.

Far Eastern Branches
China: Shanghai, Peking Tientsin, Hankow, Hongkong, Canton.
Japan: Yokohama, Kobe.
Philippines: Manila, Cebu.
India: Bombay, Calcutta.
Straits Settlements: Singapore.
Dutch East Indies: Batavia, Soerabaya.
West Indian and Central American Branches:
Republic of Panama: Panama, Colon
Republic of Colombia: Medellin.
Dominican Republic: Santo Domingo, San Pedro de Macoris, Santiago, Puerto Plata.

In addition to our own Branches, by reason of our close affiliation with *The National City Bank of New York* we are able to offer the facilities of its branches at Bahai, Buenos Aires, Caracas, Genoa, Havana, Montevideo, Moscow, Petrograd, Rio de Janeiro, San Juan, P. R., Santiago de Cuba, Santos, Sao Paulo Valparaiso, Vladivostock.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits taken on rates that may be ascertained on application to the Bank.

H. C. GULLAND, Manager.
1a, Kiukiang Road.

THE BANK OF CANTON, LIMITED.

Incorporated 1912.

Capital (fully paid) H.$2,000,000.00
Reserve Fund ..... H.$ 400,000.00
Investment reserve fund ..... H.$ 40,000.00

Head Office
No. 6 Des Voeux Road, Hongkong.

Shanghai Office
No. 2 Ningpo Road.

BRANCHES AND AGENCIES:

Canton	Bangkok	San Francisco
Batavia	Bombay	Colombo
New York	Manila	Samarang
London	Singapore	Calcutta
Honolulu	Rangoon	Yokohama
Sourabaya	Canada, etc.	

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914, and October 31st, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China.
Agencies abroad: Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
35 Szechuen Road.
Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.
H. TAO, Manager,
Y. M. CHIEN, Sub-Manager.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA JAPAN.

Capital Subscribed .. Yen 48,000,000
Capital Paid-up .... Yen 42,000,000
Reserve Fund ..... Yen 25,000,000

London Bankers:
The London County and Westminster and Parr's Bank, Ltd.
The National Provincial and Union Bank of England, Ltd.
The London Joint Stock Bank, Ltd.

Branches and Agencies

Batavia	Los Angeles	Seattle
Bombay	London	Shanghai
Buenos Ayres	Lyons	Shimonoseki
Calcutta	Manila	Singapore
Changchun	Mukden	Sourabaya
Dalny	Nagasaki	Sydney
Hankow	Newchwang	Tientsin
Harbin	New York	Tokio
Hongkong	Osaka	Tsinanfu
Honolulu	Peking	Tsingtau
Kaiyuen	Rangoon	Valdivostock
Kobe	S. Francisco	

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.

Every description of Banking and Exchange Business transacted.

K. KODAMA, Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital .. $60,000,000.00
Paid-Up Capital $12,279,800.00
Reserve Fund $1,298,552.80
Special Reserve Fund $1,898,933.68

HEAD OFFICE: PEKING.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifong	Hankow
Changchun	Wuhu	Ichang
Antung	Anking	Changsha
Dairy	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtau	Yangchow	Chungking

SHANGHAI BRANCH,
3 HANKOW ROAD.

Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

SUNG HAN-CHANG,
Manager.

Shanghai, 15th February, 1919.

Banque Industrielle de Chine

Capital ..... Francs 45,000,000
one-third of the Capital, i. e., Frs. 15,000,000, subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC
Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthellot.
General Manager, A. J. Pernotte.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin, Shanghai, Hongkong, Saigon, Haiphong and Yunanfou

BANKERS:
In France: Societe Generalle pour Favoriser le Development du Commerce & de l'Industrie en France.
In London: London County and Westminster and Parr's Bank Ltd.
London City & Midland Bank Ltd.
In New-York: Redmond & Co.
In Italy: Banca Commerciale Italiana Credito Italiano

Taels, Dollars, Gold Accounts
Interest allowed on Current Accounts in Gold or Local Currency and fixed deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local Currency.

G. LION, Manager.

The Mercantile Bank of India, Ltd.

Subscribed Capital £1,500,000
Paid up Capital 750,000
Reserve Fund 700,000

HEAD OFFICE, 15 Gracechurch Street, LONDON, E. C.

London Bankers:
London Joint City and Midland Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Handy	Penang
Colombo	Karachi	Port Louis
Delhi	Kotn Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch.
EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2 % per annum and an Fixed Deposits at rates which may be ascertained on application.

C. T. BEATH Manager.
26 The Bund.

Nederlandsche Handel Maatschappij

(NETHERLANDS TRADING SOCIETY.)

Established 1824.

Paid-up-Capital—
Guilders 70,000,000 (about £5,833,333)
Reserve Fund—
Guilders 12,760,286 (about £1,063,357)
Head Office: AMSTERDAM.
Head Agency: BATAVIA.
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Medan	Singapore
Bandoeng	Padang	Soerabaya
Cheribon	Palembang	Soerakarta
Djember	Pekalongan	Tebing-Tinggi
Djokjakarta	Penang	Tegal
Hongkong	Pontianak	Telok-Betong
Kota-Radja	Rangoon	Tjilatjap
Langsa	Semarang	Weltevreden
Makassar		

London Bankers:
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.

Resources: Pesos 248,000,000

Philippine National Bank

No. 1 The Bund, Shanghai

Telephone: Central 2741

Head Office: MANILA

BRANCHES:
37 Broadway, New York, and throughout the Philippines.
Correspondents at principal cities in the Orient, United States and Europe.

CHECKING AND SAVING ACCOUNTS: FIXED DEPOSIT
Exchange Bought and Sold
Commercial and Travellers' Letters of Credit
Travellers' Checks

Share Market

Messrs. J. P. Bisset and Co. write as follows in their report for week ending June 26:

The June Settlement passed off smoothly on the 26th. The volume of business was very large. Very little new business has passed during the week, and prices remain steady at approximately last weeks quotations.

COMMERCIAL CABLES
(Reuter's Service)

London, June 20.—The follwing is a correction of the price given previously:
Hornby's 3¼ lbs. Shirtings ... 27/-
Calvert's 10 lbs. Shirtings 34/4
Taylor's 10s. Yarn, unquoted.

ASIA BANKING CORPORATION
An American Bank

Head Office—New York City
Head Office for Far East—Shanghai

OTHER BRANCH OFFICES
Peking-Tientsin-Hankow

The Asia Banking Corporation offers an American Banking Service and respectfully solicits your patronage. It is organised especially for the purpose of fostering and developing trade between the Orient and the United States. The entire service, information and TIME of our bank, its staff and correspondents are at the disposal of our clients and their friends.

Interest allowed on current, fixed and saving accounts carried in Taels, Mexican Dollars, U.S. Gold, Sterling and Francs.

Foreign or local drafts purchased at best rates, or entered for collection.

Imports and exports financed.

Commercial credits established.

Drafts sold on, and telegraphic payments effected in, any part of the World.

Is There Anything Concrete Can't Do?

A thorough and authentic revie of concrete ships which the Unite States Geological Survey has jus published, according to an editoria in Concrete Craft, emphasises som of the reasons for extensive concre craft construction. The writer, M Robert W. Wesley, points out:

"(1) Materials easily obtained an the steel readily available; (2) labo required is less skilled and can be re cruited from different classes than ordinary shipyard labor; (3) cost o concrete craft is equal or less than steel vessels—and no upkeep requir ed; (4) the time of construction i shorter."

In another place he refers to the cost estimates by the Shipping Board as putting concrete ship deadweight cost between G.$100 and G.$125, as compared with wood ships G.$165 and steel ships G.$222. Irrespective of war conditions and changes it is reasonable to suppose that this ratio will maintain. But what can be expected when large experience in concrete craft begins to save cost throughout? It will be like any other new industry and the margin of saving compared with any other floating equipment will be one of the wonders of the engineering age.

That concrete as a factor in the industrial world has an illimitable future might be predicted from the manifold methods of application that are revealing themselves.

"At the present moment," a writer in The Scientific American asserts, "the concrete freight car is one of the latest demonstrations of the utility of concrete. As far back as 1909 practical plans were already formulated for the manufacture of reinforced concrete freight cars, but the construction of a trial car was delayed by the war. Only recently the first car of the gondola make was completed by a Chicago company and tested under service conditions.

"The basic feature of the design," says the writer, "is steel skeleton body forming the outer boundary of the car, and mounted upon a steel underframe. The concrete walls and floor are contained within this frame and, together with the frame and floor reinforcement, are connected to and interlocked with the underframe. The steel frame forms the finishing and protective edges, thus entirely shielding the concrete and also serving as a complete system of stress-bearing members.

"In the construction of the test car the 'cement gun' was used. The forms were placed on the outside of the car and the cement was shot against them from within. The outside of the car—that is, the surface against the forms—was given a smooth finish, but the interior was left much as it came from the gun.

"Tests of the completed car, both empty and loaded, demonstrated its practicability for rough service. In the test without load it withstood extremely rough handling in switching and came through without injury. Subsequently the car was loaded with fifty-five tons (10 percent overload) of sand and turned over to a switching crew for service handling. It withstood this test also without injury.

"Other merits are claimed for the concrete car. It will not need painting and will practically eliminate maintenance charges. Its life will be much longer than that of the wooden car. It will have the important advantage, also, of being unaffected by its cargo, and will consequently be adopted better than the steel car for hauling slag and ashes."

The following interesting examples of "concrete things" are taken from the pages of Popular Mechanics:

"A concrete track base is being successfully used without ballast, on a short stretch of open main line, by a western railroad. A continuous concrete slab, eight feet wide, with wood cushions for the rails, is the salient feature of the arrangement. The thickness varies, for experimental reasons, from 16½ inches to 24 inches. Also as an experiment both continuous timber bearings and short wood blocks were used under the rails on different sections.

"The concrete was moulded in bottomless forms on the well tamped roadbed, at a point where it runs through a gravel cut, and no ballast was used. The wood cushions for the rails are screwed to wood sills, embedded in the concrete. Although the concrete base is continuous with the track, 9-16-inch expansion joints, cushioned with asphalt, are provided by moulding the slabs in length 13 feet 5½ inches.

"The ends of the slabs are mortised to guard against side shifting. It is agreed that the concerted track rides more easily than adjacent tracks of usual construction, and maintenance is low."

How concrete is used for ship repairing is further explained:

"What may prove to be a new era in ship repairing has been inaugurated by a Buenos Aires firm. A wooden vessel of some 200 tons displacement, with ribs quite rotted away at the bottom, was reinforced by new concrete, ribs being cast between the existing wooden ribs. These were secured to the skin of the vessel by means of screws being driven into the latter and the concrete set around them. The concrete also serves as ballast, hence nothing is added to the weight of the vessel. The repair was quite successful."

Concrete rowing machines are used by the United States navy.

"Those who have handled only the light oars of pleasure boats on a gentle sea may not fully realize the difficulties of managing the multiple-oared auxiliary craft used by the navy. For the purpose of training sailors in this necessary duty the Naval Training Station at Cape May, N. J., has built a concrete rowing machine, consisting of a dummy boat of huge size with a row of oarlocks the full length of each side. The machine was built on dry land, but now occupies the center of a concrete tank, or pond. A bridge at each end establishes permanent shore connections."

A shortage of steel in Texas led to the use of concrete in oil reservoirs:

"Shortage of steel has caused reinforced concrete to be used in the construction of a 350,000-barrel oil reservoir near Gainesville, Tex.

"The type is found in California fields, but is new in Texas. It consists of a circular basin floored with three inches of wire-strengthened concrete and covered with a concrete roof supported on timber posts and girders.

"The bowl was provided by making a five-foot excavation in a limestone stratum and throwing up an earthen embankment seventeen feet in height. By tying together the wiring in the roof and slope slabs and connecting the pipe lines likewise with the roof reinforcing, precaution has been taken against fire being caused by lightning."

A concrete cap is said to lengthen the life of a chimney:

"The life of many a chimney would be greatly lengthened if a concrete cap was made for it when built. The cap holds the chimney in alignment, prevents the top bricks from becoming loose, acts as a watershed, and the chimney looks much neater than if no cap is used.

"Such a cap will add years to the life of an old chimney, but any loose bricks at the top of the chimney must be carefully cleaned and set in fresh mortar before the concrete is put on.

"The concrete cap should project one inch beyond the brick on all sides of the chimney. On the top it slants, with a fall of one inch to the foot, the concrete being four inches thick at the thinner edge. The cap should be made by tamping a rather dry mixture—one part cement and four parts sand—into a form made the proper size for the chimney."

Concrete telegraph poles are now manufactured in Connecticut:

"Vertical moulds are used at a plant in West Haven, Conn., for casting concrete telegraph poles. Four of the moulds are supported by a towerlike frame of timber. Chains hung from the top of the tower, are used for reinforcing the upper half of the poles, the tower half being strengthened by a hollow steel core held upright in the center of the mould. The mixture is hoisted to the top of the tower and poured into the moulds, which are removed early enough to dress the poles to a smooth surface before they set."

Concrete anchors have been found to be practical:

"Concrete anchors are the logical successors to the concrete ship, and seem to be equally practical. Made of reinforced concrete, they are claimed to possess several advantages over the traditional type. Initial cost is very low, making loss of an anchor in a storm a less serious matter than before, and upkeep is practically nothing, since they will not rust nor corrode, and hence never need chipping or painting.

"There are two kinds now being manufactured—a slab type, for barges, and a fluke type, used for floating fish traps. Neither looks very acceptable to a sailor, but the latter most nearly resembles the familiar steel anchor, having regulation steel-capped flukes, with edges bevelled and surfaces smoothed. These anchors are now being produced in large quantities, in sizes ranging from 500 to 8,000 pounds."

AMUSEMENTS

THE AMERICAN BOYS BAND
has arrived
Variety entertainment and Dance Tonight
in
THE PALM GARDEN
(Sunday, June 29th)
at
THE ASTOR HOUSE HOTEL
Commencing at 9:30 p.m.

ASTOR HOUSE HOTEL

GRAND 4th of JULY CELEBRATION
Entertainment ∴ ∴ Dinner ∴ ∴ Dance
Special engagement of entire
MUNICIPAL BAND
AND ORCHESTRA
for this occasion
Special Dinner served in Dining Room and Ball Room with Cabaret
3 —— ORCHESTRAS —— 3
DANCING in Ball Room, Hotel Lobby and Palm Garden.
Music in Hotel Lobby during Tea from 4 p.m. until 6 p.m.
SUPPER served a la Carte from Midnight to 2 a.m.
Make your reservations in advance. Dinner and Dance $3.00.
No charge for admission

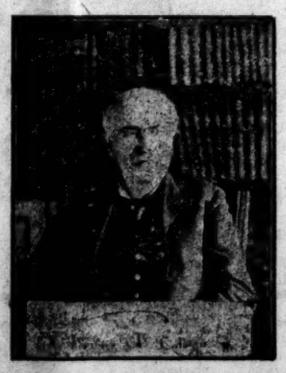
ASTOR HOUSE HOTEL

St. GEORGE'S GARDEN
Bubbling Well Road
TONIGHT
Open Air Cinema Show
"MRS. PLUM PUDDING"
Five Parts Comedy
Pathe's Gazette and other new Films

APOLLO THEATRE, Monday, June 30th, July 1st and 2nd
PEARL WHITE
PEARL WHITE
Pathe's Peerless Serial Star
in
"THE LIGHTNING RAIDER"
"THE LIGHTNING RAIDER"
Episode 3. Underworld Terrors
Episode 4. Through Doors of Steel
Sensation on sensation from start to finsh, without doubt it is
PATHE'S SUPREMEST SERIAL

American Gazette—Pathe's—British Gazette
"A SAMMY IN SIBERIA"
True—we never said so, but when you see it you'll get such a bunch of laughs, the question won't worry you.
Time and Prices as Usual

Thursday next
GLADYS HULETTE
in
"THE CANDY GIRL"
COMING
GEORGE FAWCET in
"FRAME UP"
Five parts Drama.

ISIS THEATRE
CORNER OF JUKONG AND NORTH SZECHUEN ROADS.
THE LARGEST, COOLEST AND MOST COMFORTABLE THEATRE.
GREAT ENTERTAINMENT PROGRAMME
FOR
MONDAY, TUESDAY, WEDNESDAY and THURSDAY
30th June, 1st, 2nd and 3rd July
EDISON'S

KINETOPHONE TALKING PICTURES
AND
CHARLIE CHAPLIN COMEDIES
Five Reels of New Talking Pictures will be shown with Four Reels of the Funniest Chaplin Comedies: —
"Those Love Pangs" One Reel
"Take My Picture" One Reel
"Charlie, The Perfect Lady" Two Reels
USUAL PRICES:
Dress Circle 40 Cents, Box Seat 50 Cents.
TODAY'S MATINEE
"THE EVIL'S EYE" 9th and 10th Episodes
And
"THE MILLION DOLLAR MYSTERY" Two Final Episodes.

Musical Tea
Dancing every afternoon from 4.30 to 6.30
50 cts. Inclusive charge 50 cts.
Ice Cream a Specialty
Cool and comfortable First-class service
ASTOR GRILL ROOM
13-14 Broadway

SEE AT THE
VICTORIA THEATRE
on June 29th and June 30th
MARY GARDEN
The World's Greatest Dramatic Actress
and Most Vital Feminine Personality
IN
"THE SPLENDID SINNER"
IN SEVEN PARTS
A drama of love and compassion.
A story with the world's most tragic woman.
A modern spectacular panorama of human hearts in a typical city, duplicated in this city and ten thousand other towns.
Admission Prices: Circle $1.50, Stalls $1.00
Holders of Special Coupon Tickets
entitled to use same by paying the difference.

AT THE
Olympic Theatre
Maurice Tourneur
PRESENTS
On June 29th and 30th
The World's Most Unusual
PICTURE
"WOMAN"
in
SEVEN ACTS
The Performance Starts at 9.15 p.m.
ADMISSION PRICES
Circle . . . $1.50 Stalls . . . $1.00

APOLLO THEATRE TONIGHT, June 29th
We shall present
Frederick Ward — in a film drama dealing with that gem of literature —
Frederick Ward
"THE VICAR OF WAKEFIELD"
"THE VICAR OF WAKEFIELD"
Here is a story that has been for years a classic in the English language. A good caste has been appropriately chosen, thus ensuring a close and true interpretation of the novel.
A SEVEN PARTS "SUCCESS" PICTURE
Make a point of booking.
Harold Lloyd —IN— "Ask Papa"
Harold Lloyd "Ask Papa"
Up to his usual standard and that's saying "some."
Matinee, Today at 3.30 p.m.
"THE LIGHTNING RAIDER"
Episode 1 — "The Ebony Block" [illegible] "The Points Pilot"

GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. **Hsinfung**, Captain W. S. Ross, will leave on **Sunday** night. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The Str. **Kianghsin**, Captain J. R. Milligan, will leave on **Monday** night. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The Co.'s Steamer **Tachang Maru**, Captain Y. Taniguchi, will be despatched from N.K.K. Pootung Wharf on **Monday, June 30**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Chartered Steamer **Hwah Lee**, tons 1,151, will leave on **Monday, June 30**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Luenyi**, Captain Frzaier, will leave from the French Bund on **Tuesday, July 1**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Loongwo**, tons 3,925, Captain Findelsen, will leave on **Tuesday, July 1**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Co.'s Steamer **Tafoo Maru**, Captain H. Yamasita, will be despatched from N.K.K. Pootung Wharf on **Tuesday, July 1**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Woosung**, Captain Neweomb, will leave from the French Bund on **Wednesday, July 2**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Co.'s Steamer **Nanyang Maru**, Captain K. Takesita, will be despatched from N.Y.K. Mail Wharf on **Wednesday, July 2**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Luenho**, tons 2,868, Captain Jackson, will leave on **Thursday, July 3**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Co.'s Steamer **Talee Maru**, Captain S. Hosokawa, will be despatched from N.K.K. Pootung Wharf on **Thursday, July 3**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Poyang**, Captain Carnaghan, will leave from the French Bund on **Friday, July 4**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Suiwo**, tons 2,671, Captain Smith, will leave on **Friday, July 4**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

For Southern Ports

Ningpo:—The China Navigation Co.'s Steamer **Hsin Peking**, Captain A. Stott R. N. R., will leave from the French Bund on **Monday, June 30**, at 5:30 p.m. For Freight or Passage apply to **BUTTERFIELD & SWIRE.** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG & CANTON.—The Str. **Kwangtah**, Captain C. Stewart, will leave on **Tuesday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

FOOCHOW.—The Str. **Hsinchi**, Captain E. Hansen, will leave on **Tuesday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Tean**, Captain A. J. Scott, will leave from the French Bund direct for the above ports on **Tuesday, July 1**, at daylight. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage No. 401.

TAKAO (FROMOSA) via FOOCHOW and KEELUNG.—The Str. **Koboku Maru**, Captain M. Tsubaki, will be despatched from the Co.'s Yangtszepoo Wharf on **July 2**, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the **Nisshin Kisen Kaisha** at ——— on the same day. For Freight and Passage, please to **THE OSAKA SHOSEN KAISHA, No. 4, The Bund, Tel. No. 4234 & 4047.**

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Sunning**, Captain W. Benson, will leave from the French Bund direct for the above ports on **Thursday, July 3**, at daylight. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG.—The Str. **Canada Maru**, Captain T. Nemoto, will be despatched from the Co.'s Yangtszepoo Wharf on **August 19**, at ——— The steam-launch conveying passengers on board will leave the Custom jetty at ——— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel Central No. 4234 & 4235.

For Northern Ports

CHEFOO & NEWCHWANG.—The Str. **Tooman**, Captain C. Taylor, will leave on **Sunday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

TIENTSIN.—The China Navigation Co.'s Steamer **Chekiang**, Captain H. A. Walner, will leave on **Monday, June 30**, at afternon. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Str. **Shengking**, Capt. K. E. Tuebben, will leave from the French Bund on **Monday, June 30**, at noon. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

CHEFOO & TIENTSIN.—The Str. **Feiching**, Captain Smith, will leave on **Tuesday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Fentien**, Captain Mcintosh, will leave from the French Bund on **Tuesday, July 1**, at 3 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN & NEWCHWANG.—The China Navigation Co.'s Steamer **Singan**, Captain E. B. Jones, will leave on **Tuesday, July 1**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents, Tel. No. 77.

TIENTSIN DIRECT.—The K.M.A. Str. **Kwangping**, will despatch on **Wednesday, July 2.** For Freight or Passage, apply to Agent, 1 Jinkee Road, Tel. Central 1115.

TIENTSIN and DAIREN via TSINGTAO.—The Steamer **Keelung Maru**, Captain Y. Fugami, will be despatched from the Co.'s Yangtszepoo Wharf on **Wednesday, July 2**, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the **Nisshin Kisen Kaisha** at ——— on the same day. For Freight or Pssage please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund Tel. No. 4234 & 4047.

For Foreign Ports

TACOMA & SEATTLE CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer **Arabia Maru**, Captain T. Saito, will be despatched on **Sunday, July 20.** Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. The steam-alunch conveying passengers on board will leave the Custom's Jetty at ——— on the same day. For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234 & 4235.

TACOMA & SEATTLE CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer **Manila Maru**, Captain N. Kobayashi, will be despatched on **Thursday, July 24.** Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. The steam-alunch conveying passengers on board will leave the Custom's Jetty at ——— on the same day. For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund Tel. No. 4234 & 4047.

LONDON via MARSEILLES.—The Steamer **Altai Maru**, Captain T. Fuchigami, will be despatched from the Co.'s No. 9 Buoy on **July 27.** For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central 4234 & 4235.

LONDON via HONGKONG, SINGAPORE, COLOMBO, PORTSAID MARSEILLES & ANTWERP.—The Steamer **Amazon Maru**, Captain A. Kobayashi, will be despatched from the Co.'s No. 8 Buoy on **July 30.** For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

LONDON via HONGKONG, SINGAPORE, COLOMBO, PORTSAID MARSEILLES & ANTWERP.—The Steamer **Altai Maru**, Captain D. Fuchigami, will be despatched from the Co.'s No. 9 Buoy or about **August.** For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel Central No. 4234 & 4235.

Sailed from Shanghai

For San Franrisco		
Windber		June 2
Broad Arrow		June 11
West Vaca		June 13
Maricopa		June 14
Royal Arrow		June 18
Tamaha		June 20
Venezuela		June 22
Astral		June 26
Korea Maru		June 28
For Seattle		
Fushimi Maru		June 27
For Vancouver		
Harold Dollar		June 12
Empress fo Asia		June 15
Bessie Dollar		June 27
Empress of Japan		June 28
For New York Via Panama		
Celtic Prince		May 24
Eurybates		June 14
Egremont Castle		June 28
For London, etc.		
Carmarthenshire		May 10
Shidzuoka Maru		May 12
Lycaon		May 20
Neuralia		May 24
Kaga Maru		May 26
Mentor		May 27
Amur Maru		May 29
Tokushima Maru		May 30
Yokohama Maru		June 9
Rhesus		June 10
Andes Maru		June 22
Idomeneus		June 26
Glenamoy		June 27
For Liverpool		
Pakling		May 11
Stentor		June 5
Teucer		June 20
For Marseilles		
Sanno Maru		May 30
Indo Maru		June 8
For Port Said		
Ryufuku Maru		June 27
For Saigon		
City of Portland		June 26
For Java		
Tilmanock		June 7
Tjipanas		June 19

Shipping Items

The C.N. s.s. Sunning left Hongkong for Shanghai on Thursday.

The C.N. s.s. Luenyi left Hankow for Shanghai on Thursday.

The N.K.K. Tafoo Maru left Hankow for Shanghai on Thursday.

The I-C. s.s. Loongwo left Hankow for Shanghai on Thursday.

The H.O. s.s. Tehhsing left Hankow for Shanghai on Thursday.

The C.M. s.s. Kianghsin left Hankow for Shanghai on Friday.

The C.N. s.s. Woosung left Hankow for Shanghai on Friday.

The C.M. s.s. Hsinchi left Foochow for Shanghai on Thursday.

The I-C. s.s. Wingsang left Hongkong for Shanghai on Thursday.

The I-C. s.s. Cheongshing left Hongkong for Tientsin on Thursday.

The I-C. s.s. Choysang left Hongkong for Ningpo and Shanghai on Thursday.

The C.N. s.s. Fengtien left Tientsin for Chefoo, Weihaiwei and Shanghai on Thursday.

The C.M. s.s. Kiangyu left Hankow for Shanghai yesterday.

The N.K.K. s.s. Talee Maru left Hankow for Shanghai yesterday.

The C.P.O.S. s.s. Empress of Russia left Kobe for Shanghai at one o'clock Wednesday afternoon and was due at Woosung at midnight. The tender Alexandra with inward passengers and mails may be expected to arrive at the Customs Jetty at 9:30 o'clock this morning. The Russia sails for Manila and Hongkong at midnight tonight and the same tender with passengers and mails will leave the Customs at five o'clock.

The K.M.A. s.s. Kwangping left Chinwangtao for Shanghai on Thursday.

The N.Y.K. s.s. Tamba Maru was due in Shanghai from Kobe yesterday and will leave for Hongkong and beyond tomorrow morning.

The I-C. s.s. Luenho will leave Hankow for Shanghai today.

The C.N. s.s. Chenan will leave Hongkong for Shanghai today.

The C.N. s.s. Tungchow will leave Tientsin for Chefoo, Weihaiwei and Shanghai today.

The P. and O. s.s. Dunera arrived in Shanghai from Bombay Friday afternoon and will sail for the same port on July 3.

The P. and O. s.s. Japan left Hongkong for Shanghai on Friday and may be expected to arrive tomorrow.

The I-C. s.s. Suiwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Poyang will leave Hankow for Shanghai tomorrow.

The N.K.K. s.s. Suiyang Maru will leave Hankow for Shanghai tomorrow.

The C.M. s.s. Kiangyung will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Chungking will leave Hankow for Shanghai on Tuesday.

The N.K.K. s.s. Fengyang Maru will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Sinkiang will leave Hongkong for Shanghai on Tuesday.

The C.N. s.s. Shuntien will leave Tientsin for Chefoo, Weihaiwei and Shanghai on Tuesday.

The S.M.R. s.s. Sakaki Maru is due in Shanghai from Dairen tomorrow morning and will sail for the same port via Tsingtau on Tuesday afternoon. The tender with passengers and mails will leave the Customs Jetty at one o'clock.

The N.Y.K. s.s. Takeshima Maru left Moji for Shanghai on Friday and may be expected to arrive today.

The N.Y.K. s.s. Yamashiro Maru will leave Nagasaki for Shanghai today and may be expected to arrive on Tuesday.

The T.K.K. s.s. Korea Maru, with mails and passengers, left Shanghai for San Francisco last evening.

The C.P.O.S. s.s. Empress of Japan, with passengers and mails, left Woosung for Vancouver and ports last night.

The P.M. s.s. Ecuador arrived in Shanghai from San Francisco and ports yesterday morning and will sail for Manila and Hongkong this evening.

The P. and O. s.s. Nagoya, which left London on June 5, may be expected to arrive at Colombo on July 7.

The P. and O. s.s. Malta left London for Shanghai and ports on June 19.

The P. and O. s.s. Dilwara, which left Bombay on June 22, may be expected to arrive at Colombo next Wednesday and will sail for Shanghai and ports on Thursday, July 3.

The Blue Funnel s.s. Deucalion from Liverpool, left Singapore for Hongkong and Shanghai on Wednesday and may be expected to arrive here on July 2.

C. N. C.

CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Woosung, Luenyi, Ngankin, Poyang, Tatung, Wuchang and Chungking.—Sailing from the French Bund at midnight (except Chungking which sails from Pootung at midnight). These steamers connect at Hankow with the Company's regular sailings on the Middle Yangtsze and Hunan Lines.

The steamers Wuchang and Chungking are specially fitted to handle heavy lifts, etc., but have no accommodation for Foreign passengers.

Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For WEIHAIWEI, CHEFOO and TIENTSIN (and Peking via TIENTSIN).—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund.

Regular sailings every Tuesday and Saturday and every alternate Thursday.

For AMOY, SWATOW, HONGKONG and CANTON.—S.S. Suiyang, Sunning, Sinkiang, Yingchow, Singan and Taifong.—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with service to Philippines and Australian ports will be advised upon application.

Regular sailings every Tuesday, Thursday and Sunday mornings.

For NINGPO.—S.S. Hsin Peking.—Sailing from the French Bund.

Regular sailings every Monday, Wednesday and Friday at 4.30 p.m.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "THE TAIKOO SHIPPING GAZETTE" obtainable from the undersigned, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook and Son, Russo-Asiatic Bank Buildings, 15 The Bund.

BUTTERFIELD & SWIRE

Freight: Telephone Central 77, **Agents, 21-23 French Bund.**
Passage: Telephone Central 401.

PACIFIC MAIL S.S.CO.

AMERICAN STEAMERS
TRANS-PACIFIC SERVICE
"ECUADOR" VENEZUELA" "COLOMBIA"

AMERICAN REGISTRY

SAILINGS FROM SHANGHAI (Subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu		For Hongkong via Manila	
*S.S. West Sequana	July 13	S.S. Ecuador	June 28
S.S. Ecuador	July 19	*S.S. West Conab	July —
*S.S. West Conab	Aug. —	S.S. Colombia	July 26
S.S. Colombia	Aug. 16	*S.S. West Vaca	Aug. —
*S.S. West Vaca	Sept. —	S.S. Venezuela	Aug. 23
S.S. Venezuela	Sept. 13	*S.S. West Sequana	Sept. —

*Cargo only

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two bed staterooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd. and Toyo Kisen Kaisha.

EAST INDIA SERVICE
"COLUSA" "SANTA CRUZ"

AMERICAN REGISTRY

SAILINGS FROM MANILA (Subject to Change)

For Saigon, Singapore, Calcutta and Colombo		For San Francisco via Honolulu	
S.S. Colusa	July 10	S.S. Santa Cruz	

PANAMA SERVICE
Regular Sailings from San Francisco
MEXICO—CENTRAL AMERICA—PANAMA

Safety and comfort of passengers our first consideration. For information of freight or passage apply to

PACIFIC MAIL STEAMSHIP COMPANY
1-B Nanking Road, Palace Hotel Building.
Telephone Central 5056 **Cable Addres "Solano"**

VESSELS IN HARBOR AND AT WOOSUNG

Date		From	Ship's Name	Flag	Agents
May	13	— San Francisco	Korsnaes	Am.	
May	15	— Japan	Yeiraku Maru	Jap.	S. Shokai
May	23	— San Francisco	Wergeland	Am.	S. & Dix.
May	29	— Cruise	Store Nordiske	Dan.	G. N. T. Co.
June	9	—	Nancy Moller	Br.	M. & Co.
June	11	— Cruise	Chuentiao	Chi.	Customs
June	16	—	Seikai Maru 2	Jap.	
June	17	— Cruise	Pacific	Dan.	G. N. T. Co.
June	19	— Japan	Tenju Maru	Jap.	
June	20	— Cruise	Liushing	Chi.	Customs
June	21	— Japan	Taito Maru	Jap.	
June	21	— Tientsin, ports	Hsinkong	Chi.	C.M.S.N. Co.
June	21	— Japan	Toyama Maru	Jap.	
June	22	— Tientsin, ports	Koonshing	Br.	J. M. & Co.
June	23	— Japan	Toeki Maru	Jap.	
June	24	— Japan	Akiba Maru	Jap.	
June	24	— Hongkong	Kwanglee	Chi.	C.M.S.N. Co.
June	24	— Liverpool	Ningchow	Br.	B. & S.
June	25	— Japan	Homestead	Br.	
June	25	— New York	Howick Hall	Am.	A.S.P. & Co.
June	25	— Hongkong	Caradetta	Am.	R.D. Co.
June	25	— Mesopotamia	Chekiang	Br.	B. & S.
			Ralph Moller	Br.	M. & Co.
June	26	— Japan	Kamiyoshi Maru	Jap.	M. T. Co.
June	26	— Japan	Fukuri M.	Jap.	
June	26	— Vladivostok	Tungus	Rus.	S.H. & Co.
June	26	— Swatow	Kwongsang	Br.	J. M. & Co.
June	26	— Hongkong	Kwangtah	Chi.	C.M.S.N. Co.
June	26	— Foochow	Ningshin	Chi.	S.P.S.N. Co.
June	26	— Swatow	Yusang	Br.	J. M. & Co.
June	26	— Newchwang	Feiching	Chi.	C.M.S.N. Co.
June	26	—	S. Van Langkat	Dut.	A.P. Co.
June	26	— NativeCustoms	Tushun	Chi.	C.M.S.N. Co.
June	26	—	Teikei Maru	Jap.	
June	27	— Seattle and ports	Katori Maru	Jap.	N.Y.K.
June	27	— Japan	Koun Maru	Jap.	M.B.K.
June	27	— Japan	Dainikaio M.	Jap.	
June	27	— River Ports	Ningshao	Chi.	N.S.S. Co.
June	27	— River Ports	Hsinfung	Chi.	C.M.S.N. Co.
June	27	— River Ports	Wuchang	Br.	B. & S.
June	27	— River Ports	Siangyang Maru	Jap.	N.K.K.
June	27	— Hongkong	Yungshin	Br.	
June	27	— Chefoo	Toonan	Chi.	C.M.S.N. Co.
June	27	— Swatow	Wosang	Br.	J. M. & Co.
June	27	— Chinwangtao	Koukai Maru	Jap.	S.M.R.
June	27	— Tientsin and ports	Shengking	Br.	B. & S.
June	27	— Bombay and ports	Dunera	Br.	P.&O.S.N. Co.
June	28	— San Francisco	Elpenor	Am.	P.M.S.S. Co
June	28	— Hongkong	Korea Maru	Jap.	T. K. K.
June	28	— Hongkong	E. of Japan	Br.	C.P.O.S.
June	28	— Hongkong	Tean	Br.	B. & S.
June	28	— Hongkong	Irene	Chi.	C.M.S.N. Co.
June	28	— Hongkong	Esang	Br.	J. M. & Co
June	28	— Foochow	Hsinchi	Chi.	C.M.S.N. Co.
June	28	— Foochow	Weishun	Chi.	S.P.S.N. Co.
June	28	— River ports	Hwahlee	Chi.	J.M. & Co.
June	28	— River ports	Hwahta	Chi.	C.M.S.N. Co.
June	28	— River ports	Tatung	Br.	B. & S.
June	28	— River ports	Tachang Maru	Jap.	N. K. K.
June	28	— Kobe	Tamba Maru	Jap.	N. Y. K.
June	28	— Liverpool	Priam	Br.	B. & S.
June	28	— Chinwangtao	Hero	Nor.	K.M.A.
June	28	— Wenchow	Kwangchi	Chi.	C.M.S.N. Co.
June	28	— Japan	Yoro Maru	Jap.	

O. S. K.

OSAKA SHOSEN KAISHA
(Osaka Mercantile Steamship Co.

Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI

(Subject to Alteration)

FOR LONDON (Via Hongkong, Singapore, Colombo, Portsaid, Marseilles and Antwerp).

	Tons	Capt.	Arrive	Leave
*AMAZON MARU	18,000	A. Kobagashi,	July 28	July 30
ALTAI MARU	18,000	D. Fuchigami,	August	—

FOR NORTH AMERICA (Tacoma, Seattle and Vancouver) via Nagasaki, Kobe, and Yokohama.

In connection, with the Chicago, Milwaukee and St. Paul Ry.

	Tons	Capt.	Arrive	Leave.
*ARABIA MARU	18,000	T. Saito,	July 19	July 20
*MANILA MARU	20,000	N. Kobayashi,	July 23,	July 24

FOR HONGKONG

	Tons	Capt.	Arrive	Leave.
CANADA MARU	12,000	T. Nemoto,	Aug. 18	Aug. 19

FOR NORTH CHINA PORTS (Tsingtau, Tientsin and Dairen).

	Tons	Capt.	Arrive	Leave.
KEELUNG MARU	3,000	Y. Fukami,	June 30	July 2

FOR SOUTH CHINA PORTS and FORMOSA (Foochow, Keelung and Takao).

	Tons	Capt.	Arrive	Leave.
KOHOKU MARU	5,000	M. Tsubaki,	June 30	July 2

*Fully booked for passage.

The Company also runs numerous steamers from Japan to South America, South Africa, Australia, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan. Through freight booked from Shanghai.

O.S.K. Yangtszepoo Wharf, Wayside
Tel. Nos. East 208 and 209
Tel. Address: SHOSEN, Shanghai,

OSAKA SHOSEN KAISHA
Union Building, 4 The Bund
Tel. Nos. Central 4234 and 4235.

T. K. K.

SHANGHAI BRANCH OFFICE
TOYO KISEN KAISHA.

(ORIENTAL STEAMSHIP CO.)

Imperial Japanese and U.S.M. Line to San Francisco from Shanghai, via Nagasaki, Kobe, Yokohama and Honolulu.

SEMI-TROPICAL ROUTE.

PROPOSED SAILINGS FROM SHANGHAI.

FOR SAN FRANCISCO

KOREA MARU	June 28, 1919
TENYO MARU	July 24, 1919
SIBERIA MARU	Aug. 2, 1919
SHINYO MARU	Aug. 16, 1919
KOREA MARU	Sept. 13, 1919
TENYO MARU	Oct. 6, 1919

FOR HONGKONG

SHINYO MARU	July 26, 1919
TENYO MARU	Sept. 22, 1919

All steamers of this Company are thoroughly modern and up-to date. Equipped with Wireless Telegraph, Submarine Signals, Launary, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performance Deck Dances. Service and Cuisine unexcelled.

Lay-Over privileges allowed to all ports of call. Interchangeable with steamers of the PACIFIC MAIL STEAMSHIP COMPANY, and CANADIAN PACIFIC OCEAN SERVICES, LD.

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SAN FRANCISCO

VIA NAGASAKI, YOKOHAMA AND HONOLULU

S.S. "CHINA"	JULY	5th
*S.S. "NANKING"	AUGUST	22nd
S.S. "CHINA"	SEP.	14th

*S.S. "NANKING" does not call at NAGASAKI nor HONOLULU.

FOR HONGKONG DIRECT

S.S. "NANKING"	AUGUST	7th
S.S. "CHINA"	AUGUST	31ts

For further information regarding passenger fares, sailings, freight rates, etc., apply to

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SAILINGS FROM SHANGHAI

(Subject to Alteration)

EUROPEAN LINE

For Hongkong, Singapore, Penang, Colombo, Suez, Portsaid, and England:

	Tons		
TAMBA MARU	12,500	Capt. T. Sekine,	June 30
MISHIMA MARU	16,000	Capt. K. Itsuno,	July 7

AMERICAN LINE

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B. C., and Seattle, Washington.

KATORI MARU	19,000	Capt. S. Koma,	July 23
KASHIMA MARU	19,000	Capt. M. Machida,	Aug. 10

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

YAMASHIRO MARU	7,000	Capt. J. Nakajima,	July 4
CHIKUGO MARU	5,500	Capt. N. Taniguchi,	July 8
KASUGA MARU	7,000	Capt. K. Yasuhara,	July 15

MOJI, KOBE AND OSAKA LINE

TAKESHIMA MARU	4,500	Capt. R. Arakida,	July 2
YAWATA MARU	7000	Capt. H. Nojiri,	July 5
OMI MARU	7,000	Capt. S. Murazumi	July 9
KUMANO MARU	9,500	Capt. S. Saito,	July 12

FOR JAPAN

INABA MARU	12,500	Capt. U. Tanaka,	July 13

FOR HONGKONG

KASHIMA MARU	19,000	Capt. M. Naduda,	Aug. 8

FOR MANILA AND HONGKONG

SUWA MARU	21,000	Capt. R. Shimidza,	July 16

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila).

NIKKO MARU	10,000	Capt. G. Yamazaki,	July 23
AKI MARU	12,500	Capt. F. C. Cope,	August 20
TANGO MARU	14,000	Capt. M. Nishimura,	Sept. 24

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage).

BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage).

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to

T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.

Tel. Address: Yusen, Shanghai.

CHINESE GOVERNEMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration).

March 15th, 1919, and until further notice

Mail 101.	Mail 8.		Miles	Peking-Mukden Line			Mail 4.
20.35	8 35		0	dep.	Peking	arr.	19 50
23.45	11.12			arr.	Tientsin-Central	dep.	17.00
23.58	11.17		84	dep.	Tientsin-Central	arr.	16.53
24 00	11.25			arr.	Tientsin-East	dep.	
19.35			524	arr.	Mukden	dep.	16.45

Local 5.	Mail 3.	Exp. 1.		Tientsin-Pukow Line			Exp. 2.	Mail 4.	Local 6.
6.45	9 45	11.30	0	dep.	Tientsin-East	arr.	17.05	15.45	20.15
6.55	9.55	11.40		arr.	Tientsin-Central	dep.	16 55	15.55	20.05
13.02	16.00	15.30	78	dep.	Tientsin-Central	arr.	16 31	15 20	12.45
16 40	19.20	18.08	148	dep.	Tsangchow	dep.	13 05	11.23	15.28
19 57	22.12	20.21	—	dep.	Tsichow	dep.	10.33	8.47	11.56
7.	‡		220	arr.	Tsinanfu	dep.	8.06	6.00	8.30
6.00	22 25	20.31	—		‡				8.
9.27	1.00	22.31	266	dep.	Tsinanfu	arr.	7.56	5.40	19.02
12.27	3.47	0 38		dep.	Tsinanfu	dep.	6.01	3.25	16.24
12.47	4.02	0.48	318	arr.	Taochowfu	dep.	5 49	0 40	13.00
16.30	6.55	3.16	377	dep.	Taochowfu	arr.	3.39	0.02	12 18
19.02	8.45	4.50	—	dep.	Linchwang	dep.	1.20	21.24	9.26
9.	‡		420	arr.	Ruochowfu	dep.	23.36	19.20	6.30
5 40	9 00	4 57	—		‡				10.
11.26	13.02	8.38		dep.	Ruochowfu	arr.	23 29	19.00	20.50
11.51	13 20	8 46	529	arr.	Pengpu	dep.	19.53	14.55	16.26
18.27	17.34	17.52	600	dep.	Pengpu	arr.	19 46	14.36	14.49
20.08	18.56	18.00	631	dep.	Chuchow	dep.	16.48	10.50	8.17
				arr.	Pukow	dep.	15.30	9.20	6.40

N. Exp.	Exp.		Shanghai-Nanking Line			Exp.	N. Exp.
23.00	14.20	0	dep.	Nanking-Ferry	arr.	14.15	6.50
7.00	21.00	193	arr.	Shanghai-North	dep.	7.55	23.00

Yanchowfu-Taiyingchow Branch Line					Liaocheng-Tsochoang Branch Line						
13.10	4.10	d. Taochowfu a.	12.08	23.53	21.39	16.40	9.30	d. Liaocheng a.	5.28	15.50	21.00
14.03	5.05	a. Taiyingchow d.	11.15	23.00	22.40	17.50	10.40	a. Tsochoang d.	4.15	14.40	19.50

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

The T. P. L. Express Trains are provided with 1st and 2nd class Sleeping, Dining accommodations and 3rd class cars only for 3rd class Through Passengers and servants accompanying 1st and 2nd class passengers.

Passengers travelling on the T. P. L. Express Trains must hold Express Extra Tickets in addition to passenger tickets. Application for Sleeping Accommodation should be made at the earliest possible moment to the Traffic Manager at Tientsin, or to the Traffic Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order

THE TRAFFIC MANAGER.

Tientsin, March, 1919.

Large Display Advertisements intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday.**

U.S. Battle Casualties Show 286,044 Total

Washington, May 15.—Casualties of the A. E. F. by divisions, and the losses of each division in prisoners, who no longer are included as casualties because of having returned to their commands, were announced today by the War Department as follows:

Divs.	Battle Deaths.	Wounded.	Total.	Prisoners.
2nd	4,419	20,657	25,076	156
1st	4,264	19,141	23,345	151
3rd	3,102	15,052	18,154	314
28th	2,531	13,746	16,277	726
42nd	2,713	13,292	16,005	102
26th	2,168	13,000	15,168	451
4th	2,587	11,596	14,183	70
32nd	2,898	10,986	13,884	156
77th	1,990	9,966	11,956	405
27th	1,791	9,427	11,218	928
30th	1,652	9,429	11,081	77
5th	1,908	7,975	9,883	98
33rd	1,002	8,251	9,253	126
89th	1,419	7,394	8,813	25
82nd	1,338	6,890	8,228	239
78th	1,359	6,800	8,159	123
90th	1,387	6,623	8,010	80
35th	960	6,894	7,854	80
79th	1,396	6,194	7,590	80
80th	1,141	5,622	6,763	101
91st	1,390	5,106	6,496	28
29th	940	5,219	6,159	67
37th	992	4,931	5,923	23
36th	591	2,119	2,710	25
93rd	574	2,009	2,583	4
7th	308	1,316	1,818	20
92nd	185	1,495	1,680	17
81st	250	801	1,051	51
6th	97	479	576	3
88th	27	63	90	9
Totals	47,313	232,673	279,986	4,124
Oth. units	1,596	4,462	6,058	310
Gr. total	48,909	237,135	286,044	4,434

Launch Services

TODAY

The tender Alexandra conveying passengers and mails on board the R.M.S. Empress of Russia will leave the Customs Jetty at 5 p.m.

Tuesday, July 1, 1919.

The tender conveying passengers and mails on board the S.M.R.'s.s. Sakaki Maru will leave the Customs Jetty at 1 p.m.

Siccawei Weather Report.

27.—Rather fine hot weather in our regions. Variable breezes on our coasts. Southerly winds on the Pechihli and Yalu Gulfs. The barometers have risen in the Hwangho and the Yangtsze Valleys. They have fallen again in Kiangsi.

28.—Very cloudy weather becoming somewhat gloomy after sunrise. Rain after 8 a.m. Barometer still rising. N.E. breezes veering to E.N.E.

Saturday, June 28, 1919.

Weather	4 A.M.	9 A.M.
Bar. at 23° F. inches	29.74	29.76
Variation for 24 hrs.	†0.08	†0.04
Variation for 12 hrs.	†0.04	0.00
Wind—Direction	NE	ENE
Wind—Miles per hour	6.2	8.1
Temperature (Fahr.)	73°6	75°0
Humidity	97	10
Nebplosity (0-10)	9	10
Rainfall inches	—	0.04

Provision Prices In Local Market

Prices quoted are in Mexican dollar cents at Hongkew Market as compiled on June 24, 1919.

Butcher's Meat		
Beef	per lb.	14-20
Mutton	"	16-20
Pork	"	25-30
Veal	"	25-30
Fish		
Bream	per lb.	none
Cod	"	14-16
Mandarin	"	30-40
Mackerel	"	16-18
Pemfret	"	14-16
Salmon	"	none
Samli	"	25-30
Soles	"	16-18
Game, Poultry And Eggs		
Deer	each	none
Duck	"	40-70
Eggs	per doz.	14-18
Fowl	per lb.	22-25
Geese	each	50-80
Pigeons	"	15-18
Quail	"	none
Snipe	"	14-16
Teal	"	none
Turkey	per lb.	50-55
Fruit		
Apricots	per lb.	10-12
Apples	"	15
Bananas	"	6-8
Lemons	each	5-6
Lichees	per lb.	25-30
Mangoes	each	none
Oranges	per doz.	$1.50
Peaches	per lb.	7-10
Pears	"	14-16
Persimmons	"	none
Peeboes	"	10-12
Plums	"	8-12
Pumeloes	each	25-30
Pineapples	"	8-10
Strawberries	per lb	none
Walnuts	"	12-14
Vegetables		
Artichokes	each	2-3
Asparagus	per doz.	20-30
Broad Beans	per lb.	8-10
Beetroot	per bunch	2-3
Bamboo Shoots	per lb.	none
Cabbage	each	3-5
Carrots	per bunch	2-3
Cauliflower	each	none
Celery	per bunch	8-10
Egg Plant	per lb.	5-6
French Beans	"	4-5
Green Corn	each	2-3
Leeks	per bunch	2-3
Mushrooms	per lb.	1-00
Onions	"	2-3
Parsnips	per bunch	3-4
Peas	per lb.	8-10
Potatoes	per picul	$1.60-$2.00
Radishes	per bunch	1-2
Spinach	per lb.	2-3
Tomatoes	"	15-20
Turnips	per bunch	2-3
Grain And Flour		
Flour American	per 50 lbs.	—
Flour Australian	"	$4.20
Flour Shanghai	"	$2.30
Rice	per 200 lbs.	$7.60
Milk		
Foreign dairies	per bottle	20
Chinese dairies	"	17
Fodder		
Barley	per 114 lbs.	$2.50
Bran	"	$2.25
Fuel		
House Coal	per ton	Tls. 19.00
Stove Coal	per ton	Tls. 23.00
Firewood	per 50 bundles	$1.00
Laundry		
Per 100 articles		$3.00-4.00

E. KILNER,
Chief Inspector.

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, JUNE 29, 1919

Date and Destination	Per	Chi.	Br.	USA	Rus.	Jap.	Reg
Today.							
River Ports	Train & Str.	22.00	..	..	..	..	..
Hongkong and Canton	Katori Maru	8.30	..	..	..	..	22.00
H'kong, S. Ports, A'ralia, Straits, Ceylon, India and Europe							8.00
Manila direct	Tamba Maru	16.00	..	..	..	..	..
Manila direct	Ecuador	10.00	..	..	..	..	15.30
Chefoo	E. of Russia	16.00	..	..	..	..	9.30
Tomorrow.	Yusang	11.00	..	..	..	..	15.30
Hongkong and Canton	Tean	22.00	..	..	..	..	10.30
Hongkong	do	..	17.00	..	..	..	22.00
River Ports	Train & Str.	22.00	..	..	..	..	17.00
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	22.00
Australia, via Hongkong	Tean	..	17.00	..	..	..	17.00
Weihaiwei and Chefoo	Shengking	11.00	..	..	..	..	..
Weihaiwei, Chefoo & Tientsin	Shengking	..	11.00	..	..	..	10.30
Chefoo	Feiching	22.00	..	..	..	..	..
Foochow	Hsinchi	22.00	..	..	..	..	22.00
Hongkong and Canton	Kwangtah	22.00	..	..	..	..	22.00
Tientsin	Chekiang	..	12.00	..	..	..	22.00
Tientsin	Singan	..	17.00	..	..	..	..
V'stock and Siberia via Pukow and Harbin (Daily expect Sunday)	Train	..	..	..	..	..	..
Ningpo	Hsin Peking	..	..	..	17.00	..	17.00
Tientsin	Train	..	15.00	..	..	..	..
Hankow	Train	..	17.00	..	..	..	..
Vladivostok	Train	..	17.00	..	..	..	..
Tuesday, July 1.		..	17.00	..	..	..	..
Weihaiwei and Chefoo	Fengtien	14.00	..	..	..	..	..
Weihaiwei, Chefoo & Tientsin	Fengtien	..	14.00	..	..	..	13.30
Weihaiwei and Chefoo	Koonshing	11.00	..	..	..	..	..
Weihaiwei, Chefoo & Tientsin	Koonshing	..	13.00	..	..	..	10.30
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	..
River Ports	Train & Str.	22.00	..	..	..	..	17.00
Wednesday, July 2.							22.00
Amoy, Hongkong & Canton	Sunning	22.00	..	..	..	..	..
Amoy and Hongkong	Sunning	..	17.00	..	..	..	22.00
Swatow, Hongkong & Canton	Choysang	22.00	..	..	..	..	..
Hongkong, S. Ports, Straits, Ceylon, India & Europe via Suez	Dunera	..	16.00	..	..	..	22.00
Friday, July 4.							15.30
United Kingdom, via Suez	†Priam	..	14.00	..	..	..	..

† Parcels only.

B Letters and boxes with declared value 7.30; parcel post 5 p.m.

E and money orders 4 p.m. Registered articles 5 p.m. on previous day.

The Chinese Post office will close two mails, daily for Tsingtao, Tientsin, Peking, etc.

a.—at 21 for S. N. R. 23 o'clock train

b.—at 7 for S. N. R. 7:55 o'clock train

Mails closed by 7:55 train should reach Tientsin only 46 minutes later than those closed for the previous nigha's train.

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag Agents
July	5 —	San Francisco	China	Am. C.M.S.S. Co.
July	5 —	San Francisco	Kaiyei Maru	Jap. D. & Co.
July	8 —	New York	Euryades	Br. B. & S.
July	10 —	Seattle	West Manham	Am. R. D. Co.
July	12 —	Vancouver	E. of Russia	Br. C.P.O.S.
July	13 —	San Francisco	West Sequana	Am. P.M.S.S. Co.
July	13 —	San Francisco	Stanley Dollar	Br. R. D. Co.
July	15 —	San Francisco	Cardareta	Am. R. D. Co.
July	15 —	Vancouver	Bessie Dollar	Br. R. D. Co.
July	19 —	San Francisco	Ecuador	Am. P.M.S.S. Co.
July	23 —	Seattle, etc.	Katori Maru	Jap. N. Y. K.
July	24 —	San Francisco	Tenyo Maru	Jap. T.K.K.
July	25 —	Vancouver	Monteagle	Br. C.P.O.S.
Aug.	2 —	San Francisco	Siberia Maru	Jap. N.K.K.
Aug.	7 —	San Francisco	Tanered	Am. R. D. Co.
Aug.	9 —	Vancouver	E of Asia	Br. C.P.O.S.
Aug.	15 —	Vancouver	Melville Dollar	Br. R. D. & Co.
Aug.	16 —	San Francisco	Colombia	Am. P.M.S.S. Co.
Aug.	16 —	San Francisco	Shinyo Maru	Jap. T.K.K.
Aug.	22 —	San Francisco	Nanking	Am. C.M.S.S. Co.
Aug.	— —	San Francisco	West Conab	Am. P.M.S.S. Co.
Sept.	9 —	San Francisco	Korea Maru	Jap. T.K.K.
Sep.	13 —	San Francisco	Venezuela	Am. P.M.S.S. Co.
Sept.	14 —	San Francisco	China	Am. C.M.S.S. Co.
Sep.	— —	San Francisco	West Vaca	Am. P.M.S.S. Co.

FOR JAPAN PORTS

July	2 —	Moji, Kobe & Osaka	Takeshima Maru	Jap. N. Y. K.
July	4 —	N'saki, Kobe, Y'hama	Yamasniro Maru	Jap. N. Y. K.
July	5 —	Moji, Kobe & Osaka	Yawata Maru	Jap. N. Y. K.
July	8 —	N'saki, Kobe, Y'hama	Chikugo Maru	Jap. N. Y. K.
July	9 —	Moji, Kobe & Osaka	Omi Maru	Jap. N. Y. K.
July	13 —	Kobe	Inaba Maru	Jap. N. Y. K.
July	15 —	N'saki, Kobe, Y'hama	Kasuga Maru	Jap. N. Y. K.

FOR EUROPE INDIA, STRAITS, ETC.

June	30 —	London	Tamba Maru	Jap. N. Y. K.
June	— —	London	Altai Maru	Jap. O. S. K.
July	2 —	Calcutta via Japan	Japan	Br. M.M. & Co.
July	3 —	Liverpool	Nanchow	Br. B. & S.
July	3 —	Bombay	Dunera	Br. P.&O.S.N. Co.
July	7 —	London	Mishima Maru	Jap. N. Y. K.
July	17 —	Liverpool	Tydeus	Br. B. & S.
July	18 —	Bombay	Dilwara	Br. P.&O.S.N. Co.
July	19 —	London	Triam	Br. B. & S.
July	20 —	Genoa	Glenavy	Br. G. L. E. A.
July	20 —	London	Awa Maru	Jap. N. Y. K.
July	21 —	London	Pembrokeshire	Br. G. L. E. A.
July	24 —	London	Helenus	Br. B. & S.
July	31 —	London	Neleus	Br. B. & S.
July	— —	London	Kansas	Am. J.M. & Co.
July	— —	London	Kentucky	Am. J.M. & Co.
Aug.	7 —	Liverpool	DeucaLon	Br. B. & S.
Aug.	17 —	London	Nagoya	Br. P.&O.S.N. Co.

FOR SOUTHERN PORTS

June	29 —	Hongkong & Manila	Ecuador	Am. P.M.S.S. Co.
June	29 —	Manila and Hongkong	E. of Russia	Br. C.P.O.S.
June	30 5.30	Ningpo	Hsin Peking	Br. B. & S.
June	30 4.30	Ningpo	Hsin Ningsnao	Chi. N.S.S. Co.
July	1 5.30	Ningpo	Kinngteen	Chi. C.M.S.N. Co.
July	1 D.L.	Hongkong & Canton	Tean	Br. B. & S.
July	1 —	Foochow	Hsinchi	Chi. C.M.S.N. Co.
July	1 —	Hongkong & Canton	Kwangtah	Chi. C.M.S.N. Co.
July	3 D.L.	Amay, H'kong, C'ton	Sunning	Br. B. & S.
July	22 —	Hongkong	Monteagle	Br. C.P.O.S.

FOR NORTHERN PORTS

June	30 noon*	W'wei, Chefoo, T'tsin	Shengking	Br. B. & S.
June	29 —	Chefoo and N'chwang	Toonan	Chi. C.M.S.N. Co.
July	1 D.L.	Tientsin	Chekiang	Br. B. & S.
July	1 D.L.	Tientsin, Newchwang	Singan	Br. B. & S.
July	1 3.00	W'wei, C'foo, T'tsin	Fengtien	Br. B. & S.
July	1 —	Chefoo & Tientsin	Feiching	Br. B. & S.
July	2 —	Tientsin	Kwangping	Chi. C.M.S.N. Co.
July	5 D.L.	Tsingtau	Tungchow	Br. K.M.A.
July	5 10.00*	W'wei, C'foo, T'tsin	Chenan	Br. B. & S.
July	5 4.30	Dairen	Kobe Maru	Jap. S.M.H.
July	12.00	Dairen and Tsingtau	Sakaki Maru	Jap. S.M.H.

FOR RIVER PORTS

June	29	M.N. Hankow, etc.	Hsinfung	Chi. C.M.S.N. Co.
June	30	M.N. Hankow, etc.	Tatung	Br. B. & S.
June	30	M.N. Hankow, etc.	Hwahlee	Chi. J. M. & Co.
June	30	M.N. Hankow, etc.	Kianghsin	Chi. C.M.S.N. Co.
July	1	M.N. Hankow, etc.	Loongwo	Br. J. M. & Co.
July	1	M.N. Hankow, etc.	Luenyi	Br. B. & S.
July	2	M.N. Hankow, etc.	Woosung	Br. B. & S.
July	3	M.N. Hankow, etc.	Luenho	Br. J. M. & Co.
July	4	M.N. Hankow, etc.	Suiwo	Br. J. M. & Co.
July	4	M.N. Hankow, etc.	Poyang	Br. B. & S.

*A.M. M.N.—MIDNIGHT. D.L.—DAYLIGHT.

Arrivals

Arrived		From	Ship's Name	Flag Agents
June	28 —	Ningpo	Kiansteen	Chi. C.M.S.N. Co.
June	28 —	San Francisco	Ecuador	Am. P.M.S.N. Co
June	28 —	Hongkong	Korea Maru	Jap. T. K. K.
June	28 —	Hongkong	E. of Japan	Br. C.P.O.S.
June	28 —	Hongkong	Tean	Br. B. & S.
June	28 —	Hongkong	Irene	Chi. C.M.S.N. Co.
June	28 —	Foochow	Esang	Br. J.M. & Co.
June	28 —	Foochow	Hsinchi	Chi. C.M.S.N. Co.
June	28 —	River ports	Weihsun	Chi. S.P.S.N. Co.
June	28 —	River ports	Hwahta	Chi. C.M.S.N. Co.
June	28 —	River ports	Hwahlee	Chi.
June	28 —	River ports	Tatung	Br. B. & S.
June	28 —	Kobe	Tachang Maru	Jap. N.K.K.
June	28 —	Liverpool	Tamba Maru	Jap. N. Y. K.
June	28 —	Chinwangtao	Priam	Br. B. & S.
June	28 —	Wenchow	Hero	Nor. K.M.A.
June	28 —	Japan	Kwangchi	Chi. C.M.S.N. Co.
			Yoro Maru	Jap.

Departures

Date		For	Ship's Name	Flag Agents
June	28 —	River ports	Tuckwo	Br. J. M. & Co.
June	28 —	River ports	Ngankin	Br. B. & S.
June	28 —	River ports	Yohyang Maru	Jap. N.K.K.
June	28 —	Hankow	Hanping	Chi. H. Y. P.
June	28 —	Hankow	Tsenpetah 2	Jap. C. & E. Co.
June	28 —	Wuhu	Sanbashi Maru	Jap. S.T. Co.
June	28 —	Wuhu	Hoihow	Br. B. & S.
June	28 —	Wuhu	Wosang	Chi. J.M. & Co.
June	28 —	Kobe	Toho Maru	Jap.
June	28 —	Moji	Yohiko Maru	Jap. F. & Co.
June	28 —	Hongkong	Pakwo	Chi. S.P.S.N. Co.
June	28 —	Tientsin	Tydeus	Br. B. & S.
June	28 —	S'tow, H'kong, C'ton	Yingchow	Br. B. & S.
June	28 —	Dairen	Kobe Maru	Jap. S.M.H.
June	28 —	Japan	Kumano Maru	Jap. N. Y. K.
June	28 —	Chinwangtao	Hachiro Maru	Jap.
June	28 —	Hongkong and Canton	Kwanglee	Chi. C.M.S.N. Co.
June	28 —	Tsingtao	Kwangse	Br. B. & S.
June	28 —	Ningpo	Klangteen	Chi. C.M.S.N. Co.

MEN OF WAR IN PORT

Section	Date	From	Name	Flag and Rating
WTW			Snipe	Br. gun-boat
WTW			Nightingale	Br. gun-boat
B I I I	May 7		Suma	Jap. Cruiser
O D W	Apr. 30		D de Lagree	Fr. gun-boat
O D	May 24		Teal	Br. gun-boat
L. R.	May 24		Samar	Am. gun-boat
2 C	June 12		Gnat	Br. gun-boat
8 p	June 18		Fushimi	Jap. gun-boat
P&OBI	June 18		General Alava	Am. gun-boat
1 C	June 19		New Orleans	Am. cruiser
8 p.	June 19		Yodo	Jap. gun-boat
L. R.	June 19		Quiros	Am. gun-boat
B N B	June 23		Kinsha	Br. gun-boat
8 p.			Arare	Jap. destroyer

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

STOCK	Closing Quotations
Banks	
H. K. and S. B.	$620 B.
Chartered	£89 ONI
Russo-Asiatic	Tls. 250
Marine Insurances	
Canton	
North China	$437½
Union of Canton	Tls. 225 S.
Yangtsze	Hk. 180
Far Eastern Ins. Co., Ltd.	$250
	Tls. 22½ B.
Fire Insurances	
China Fire	$141
Hongkong Fire	$330
Shipping	
Indo-China Def	$152
Indo-China Pref.	190/-
"Shell"	Tls. 38 B.
Shanghai Tug (o)	Tls. 40
Shanghai Tug (f)	
Mining	
Kaiping	Tls. 11¾ B.
Oriental Cons	21/-
Raub	$2 B.
Docks	
Hongkong Dock	$158 B.
Shanghai Dock	Tls. 138 B.
New Eng. Works	Tls. 25½ B.
Wharves	
Shanghai Wharf	Tls. 97½ B.
Hongkong Wharf	$95 B.
Lands and Hotels	
Anglo-French Land	Tls. 76
China Land	Tls. 50
Shanghai Land	Tls. 67 B.
Weihaiwei Land	Tls. 3
Shanghai Hotels Ltd.	Tls. 17 B.
China Realty (ord.)	Tls. 65
China Realty (pref.)	Tls. 80
Cotton Mills	
E-wo	Tls. 285
E-wo Pref	Tls. 86 B.
Laou-kung-mow	Tls. 200 B.
Oriental	Tls. 95 B.
Shanghai Cotton	Tls. 198
Kungyik	Tls. 35½
Yangtszepoo	Tls. 14½ B.
Yangtszepoo Pref.	Tls. 83 B.
Industrials	
Butler Tiles	Tls. 25
China Sugar	$157 B.
Green Island	$8 B.
Langkata	Tls. 19 CNI P
Major Bros	Tls. 5
Shanghai Sumatra	Tls. 107½
Stores	
Hall and Holtz	$12½ B.
Llewellyn	$30
Lane, Crawford	Tls. 88 B.
Moutrie	$32
Watson	$5 B.
Weeks	$12 S.
Rubbers (Local)	
Alma	Tls. 7 B.
Amherst	Tls. 0.50
Anglo-Java	Tls. 7½ x D B
Anglo-Dutch	Tls. 3 B.
Ayer Tawah	Tls. 21 B.
Batu Anam 1918	Tls. 0.75 B.
Bukit Toh Alang	Tls. 2
Bute	Tls. 0.85
Chemor United	Tls. 0.85 B.
Chempedak	Tls. 7½
Cheng	Tls. 2.10
Consolidated	Tls 2½ B.
Dominion	Tls. 6 B.
Gula Kalumpong	Tls. 5 B.
Java Consolidated	Tls. 13 B.
Kamunting	Tls. 5½
Kapala	Tls. 0.35 B.
Kapayang	Tls. 16
Karan	Tls. 8.10
Kota Bahroe	Tls. 4 B.
Kroewoek Java	Tls. 10½
Padang	Tls. 9 B.
Pengkalan Durian	Tls. 4½ B.
Permata	Tls. 2½
Repah	Tls. 0.80 B.
Samagaga	Tls. 0.70 B.
Seekee	Tls. 1
Semambu	Tls. 0.85 B.
Senawang	Tls. 7 B.
Shanghai Klebang	Tls. 0.50 B.
Shanghai Malay	Tls. 6
S'hai Malay pref.	Tls. 7½ B.
Shanghai Pahang	Tls. 0.80 B.
Sungaia	Tls. 0.70 B.
Sungei Duri	Tls. 8½
Sua Manggis	Tls. 3 B.
S'hai Kalantan	Tls. 0.40 B.
Shanghai Seremban	Tls. 0.85
Taiping	Tls. 1 B.
Tanah Merah	Tls. 0.70 B.
Tebong	Tls. 14½
Ulobri	Tls. 2½
Ziangbe	Tls. 3¾ B.
Miscellaneous	
C. I and E. Lumber	Tls. 350 S.
Culty Dairy	Tls. 14 B.
S'hai Elec. and Asb.	$2
Shanghai Trams	Tls. 78 B.
Shanghai Gas	Tls. 21½
Horse Bazaar	Tls. 25
Shanghai Mercury	Tls. 25
Shanghai Telephone	Tls. 73 B.
S'hai Waterworks	Tls. 150 B.

S. Sellers. Ss. Sales. B. Buyers.

Benjamin & Potts, 8 Jinkee Road

Telephone No. Central 398

Mail Notices

MAILS CLOSE

For U.S, Canada and Europe:
Per C.M. s.s. China.....July 5

For Europe
Per P. and O. s.s. Dunera...July 3

For Australia
Per B. & S. s.s. Tean.....June 30

For Unit'd Kingdom
*Per B. & S. s.s. Priam.....July 4

For Japan:
Per N.Y.K. s.s. T'shima M. July 1

MAILS DUE

From U.S. and Canada
Per R.M.S. E. of Russia....June 29

From India, etc.
Per P. and O. s.s. Dilwara...July 13

*Parcels only will go by the steamer Priam on Friday.

Business and Official Notices

BARBOUR'S
LINEN THREADS
NETS

For Prices
Apply to your Import Merchant

The Annual General Meeting of the Shanghai Amateur Swimming Association willl be held at the Rowing Club on Monday, 7th July, 1919, at 6.00 p.m.

T. R. MACDONALD,
Hon. Secretary.
24204

Mr. E. Nile

P. P. C.

S.S. "HOWICK HALL"

The Isthmian Steamship Lines s.s. Howick Hall, from New York via Panama, is now discharging all her cargo (except Opium and Munitions of War) into the godowns of the Shanghai and Hongkew Wharf Company's Pootung East Wharf. Consignees are requested to send in their Bills of Lading for counter-signature and take immediate delivery of their cargo. Consignees of "Bulk" cargo are further requested to send their representatives to the Wharf to verify the weights of such cargo whilst being landed. All claims against this steamer must be sent in within fourteen days from date of Steamer's arrival or they will not be recognised. Damaged cargo will be examined at the Wharf on Wednesday, July 2nd, at 10 a.m. All risk of fire at the Wharf and Godowns to be borne by the consignees.

UNITED STATES STEEL PRODUCTS CO., Agents.
24164

S.S. "Howick Hall"

From NEW YORK.

CONSIGNESS of cargo ex the above steamer are hereby notified that ship damaged packages only will be examined at the Shanghai and Hongkew Wharf Company's Pootung East Wharf by Messrs. Paulsen and Bayes-Davy on Wednesday, July 2nd, at 10 a.m.

UNITED STATES STEEL PRODUCTS CO.
Agents.

NOTICE

We regret to inform our Customers and the General Public that, owing to the embargo placed on the Export of Butter by the Australian Government, we are out of stock of "DAISY" BRAND Butter. We are, however, able to supply our "MEADOW" BRAND which is an excellent first-grade Fresh Butter, now obtainable from all leading Storekeepers, in one-lb. pats.

GEDDES & CO., LTD.

IMPORTERS

5, Peking Road Tel. C. 346

NOTICE

The undersigned hereby give notice that a special meeting of Ratepayers will be held in the Town Hall, on Thursday, July 10, 1919, at 12.15 p.m. when the following Resolution will be proposed.

RESOLUTION.—That the Byelaws published in the Municipal Gazette on June 26, 1919, be passed and approved in substitution for the existing Byelaws, Nos. XXXIII to XXXVII, inclusive, attached to the Land Regulations.

Proposed by E. C. PEARCE.
Seconded by Ed. WHITE.

Shanghai, June 28, 1919.

A. E. Algar,
H. E. Arnhold,
F. Ayscough,
C. R. Burkill,
E. J. Cornfoot,
Edward I. Ezra,
H. H. Girardet,
R. E. Gregson,
H. C. Gulland,
C. Holliday,
Robert S. Ivy,
W. S. Jackson,
Joseph J. Keegan,
Henry Lester,
R. J. Marshall,
Reginald F. Master,
V. Meyer,
L. Midwood,
R. B. Moorhead,
E. Nissim,
J. H. Osborne,
W. A. C. Platt,
N. Sakurai,
H. G. Simms,
A. G. Stephen,
A. I. D. Stewart,
Edward Wheeley,
Richard E. Wilson,
G. H. Wright.

24198

Prof. J. K. Seto
Turkish Bath and Massage Establishment
25 N. Szechuen Road, Shanghai.
Tel. North 2768

HIRANO WATER
Reynell's

AT ALL HOTELS
AT ALL CLUBS

PURITY
GUARANTEED

GARNER, QUELCH & CO.

A Good Lunch
nicely and quickly served at
SULLIVANS CANDY STORE
11.30 until 2 p.m.
(excepting Sunday)

WE OFFER FOR SALE

immediate delivery

50 cases Australian "Life Guard" Condensed Milk at $8.00 per case

25 " Gippsland and Northern Pure Creamery Butter at 40 cents per lb.

10 " Assorted Jams at $15.00 per case.

25 " Foster's Export Lager Beer, quart bottles (Carlton and United Breweries, Ltd., Melbourne, Australia), at $12.00 per case.

Apply to
Hasting, Hodge & Co. (Shanghai), Ltd.
Tel. C. 2709
9A Kiangse Road, Shanghai.
24167

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PHONE OR WRITE TO
W. Z. ZEE & SONS
BROADWAY-SHANGHAI PHONE: NORTH 1408

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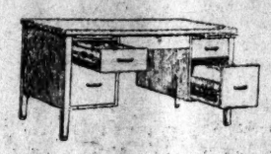
OFFICE FURNITURE MADE TO ORDER



Oak Desks,
Swivel Chairs,
Filing Cabinets,
always in stock

Before buying elsewhere, phone us or call at our show-room.

THE OFFICE APPLIANCE CO.
Phone: Central 4778 — SPECIALISTS IN OFFICE EQUIPMENT — Cable Add.: Mackbauch
22 Nanking Road, Shanghai

ANNOUNCEMENT!

FRED M. GENSBURGER., O.D., Oph.D.

begs to announce that he will commence practising as

EYE-SIGHT SPECIALIST

from July 1st at No. 38 Nanking Road, 1st Floor

CONSULTING HOURS:

10-12 a.m. 2-5 p.m. and by Appointment

Telephone, Central 2036

Hudford Garage

We wish to notify our Customers that we shall discontinue our Hire Car Service on June 30th. The service will be carried on without interruption from July 1st by

FORD HIRE SERVICE

Address: 77 Route Vallon Telephone: West 189

Amusement Advertising will be found on Page 23

Business and Official Notices are Continued on Page 21

HOUSES WANTED

BACHELOR wants to rent one four to five-roomed house with modern conveniences and garage. Western district preferred. Apply to Box 430, THE CHINA PRESS.
24216 J. 29

OFFICES WANTED

OFFICES wanted in Central district, consisting of three or four rooms on ground or first floor or in modern building with lifts. Northern or Eastern exposure preferred. Apply to Box 423, THE CHINA PRESS.
24195 J. 29

OFFICES, ETC., TO LET

OFFICES to let, Canton Road, two rooms, second floor. Szechuen Road, two rooms, second floor. Apply to J. T. Hammond, 51 Szechuen Road.
24159

MISCELLANEOUS

WANTED, two separate first-class passages to America, one for lady and one for gentleman. Any steamer leaving in July. Premium given if required. Address 134, North Szechuen Road.
24189 J. 1

EDUCATIONAL

LESSONS in English, French, mathematics and science given by University gentleman. Apply to Box 429, THE CHINA PRESS.
24211 J. 1

HELP offered by experienced University graduate to private or conditioned students of English. Apply by letter to 759, Avenue Road.
24192

SITUATIONS WANTED

CHINESE (American-born) wants position as salesman, shipping clerk interpreter, stock or bookkeeper and general office assistant. Apply to Box 426, THE CHINA PRESS.
24202 J. 4

STENOGRAPHER (90 words per minute) with very good knowledge of French, seeks position. No previous office experience. Salary no objection. Apply to Box 425, THE CHINA PRESS.
24201 J. 2

YOUNG American wishes position with export firm. Has connections of value to any house exporting to Pacific coast. Three years experience sales and marine department Standard Oil Co. of California. University education. Apply to Box 418, THE CHINA PRESS.
24187 J. 29

TYPING: Expert steno-typist will undertake typing on own machine. Moderate charges. Apply to Box 407, THE CHINA PRESS.
24170

ADVERTISER, who has been in successful business at Harbin for nine years, seeks connections with firms interested in Russian and Siberian trade. Correspondence under Box 419, THE CHINA PRESS.
24188 J. 29

EXPERIENCED bookkeeper and general office assistant, having spare time after office hours, is willing to undertake extra work at moderate remuneration. Please apply to Box 396, THE CHINA PRESS.
24142

SITUATION VACANT

WANTED, compradore for publishing company, $5,000 advance required. Good salary and commission offered. Apply to Box 406, THE CHINA PRESS.
24169 J. 29

WANTED by an American firm a competent stenographer. Apply to Box 401, THE CHINA PRESS.
24147 J. 1

Classified Advertisements

2 cents a Word (Minimum Charge 10 cents)

All Advertisements must be Prepaid

Replies must be called for

APARTMENTS

14-15 Quinsan Gardens
Front rooms and back rooms to let. Very good table. Apply to Mrs. Weinstock.

Connaught House
8 Quinsan Gardens
Board-Residence
Terms moderate.
Apply Mrs. POLLOCK.

TO LET, with board, a comfortable newly furnished flat, comprising two large adjoining rooms; small room and private bathroom. All modern comforts, telephone, tennis. Garage and stabling. Apply to Box 203, THE CHINA PRESS.

TO LET

From July 1st,

A newly decorated modern residential flat of two rooms, bathroom fitted with enamel bath, lavatory, etc., also a single room with bathroom attached.

Apply to
BEN BUILDING,
25 Avenue Edouard VII.
24205

FINE office or apartment with bath. For bachelor. New Ezra Building. Phone, Central 1170.
24217 J. 2

NICE room (with modern bathroom), with board, in French family from July 1st. Apply to Box 420, THE CHINA PRESS.
24190 J. 4

CHARMING furnished room with verandah and bathroom, tennis; suit couple. Moderate rates. Apply to Box 416, THE CHINA PRESS.
24186 J. 29

FURNISHED FLAT, two large rooms with bathroom and verandah, near the New Park. Healthy and quiet locality. Also single large attic room. Apply to Box 390, THE CHINA PRESS.
24129 J. 29

SITUATIONS VACANT

WANTED by an American firm, a thoroughly competent and experienced stenographer. Apply, stating experience and speed per minute, to Box 424, THE CHINA PRESS.
24197

WANTED, a Chinese amah, trained as lady's maid; expected to do fine laundry and common sewing. Knowledge of English unnecessary. Apply to 4 Thibet Road.
24191 J. 29

A well-known American firm of established reputation has an opening for a high-class American, familiar with import and export business, to assume management of the Shanghai office. All replies will be treated strictly confidential. Reply to Box 422, THE CHINA PRESS.
24194 J. 1

WANTED, a young lady for high-class retail store; with knowledge of French desirable. Must come well-recommended and be of good appearance. Apply in own handwriting. Apply to Box 408, THE CHINA PRESS.
24173 J. 2

WANTED, by large import and export house, strictly first-class stenographer. No one with less than two years' experience desired. Good salary and prospects to thoroughly competent party. Advise full particulars regarding experience, salary expected, etc., to Box 410, THE CHINA PRESS.
24175 J. 29

WANTED, a smart young stenographer and typist from July 1st in foreign merchant's office. Reply, stating experience and speed per minute. Beginners need not reply. Apply to Box 411, THE CHINA PRESS.
24178 J. 29

WANTED, a smart outdoor salesman or saleswoman, in a foreign firm, for typewriters, safes, filing cabinets, and office appliances, etc., etc. Salary and commission. Reply, stating experience and nationality to Box 412, THE CHINA PRESS.
24178 J. 29

HOUSES TO LET

TO LET, with immediate occupation, 2 Hart Road, Tls. 110: and 3 Temple Lane, Tls. 100. The West End Estates, Limited, 38 Kiangse Road.
24151

TO LET, from June 1st, modern detached residence in fine locality, five rooms. Garden. Tls. 100 per month. 197 Bis Avenue due Roi Albert. China Realty Co., Ltd.
23830

TO LET, 20 Yates Road, detached eight-roomed residence, tennis, garage, stabling. Apply premises or J. T. Hammond, 51 Szechuen Road.
23831

TO LET, 44 Sinza Road, excellent residence of four large and three small rooms. Apply premises or J. T. Hammond, 51 Szechuen Road.
23832

APARTMENTS WANTED

GENTLEMAN wishes furnished room and board in private family where no other boarders. Apply to Box 428, THE CHINA PRESS.
24211 J. 29

FURNISHED FLAT wanted immediately, small, good location by American couple. No children. Give location and rate. Apply to Box 431, THE CHINA PRESS.
24213 J. 1

ROOM WANTED: young lady, employed, seeks room in Central district, with or without board. Apply to Box 415, THE CHINA PRESS.
24183

WANTED, about July 1st, two rooms with kitchen, for light housekeeping. Must be in Western district. Notify 263 Siccawei Road.
24150 J. 29

Exchange and Mart

FOR SALE, one Willys-Knight touring, seven-seater. Has never been driven by Chinese. A splendid running car. Apply to Box 421, THE CHINA PRESS.
24193

FOR SALE: Remington typewriter 14" carriage. Elite type. Excellent condition. Taels 100. Apply to Box 427, THE CHINA PRESS.
24203 J. 29

WANTED, an assortment of photographic negatives, plates or films, former preferred, covering commercial and industrial conditions in China; no scenery wanted. State price, size, and full description of what you have. 1622 Broadway, San Francisco U. S. A.
24093

ONE latest model foot-operated celluloid button making machine, with all accessories, dies and cutters. For further particulars and inspection, apply to Box 397, THE CHINA PRESS.
24142

FOR SALE, two h.p. Sunbeam motor-cycles, absolutely first-class order. Tls. 300. Apply Auto Palace Co., or E. Traissac, Route Pottier Police Station.
21431

FOR SALE, at less than cost price, American-made, 200 volts A. C. electric ceiling fans and oscillating desk fans. Absolutely new. For particulars apply to Box 417, THE CHINA PRESS.
24185 J. 27

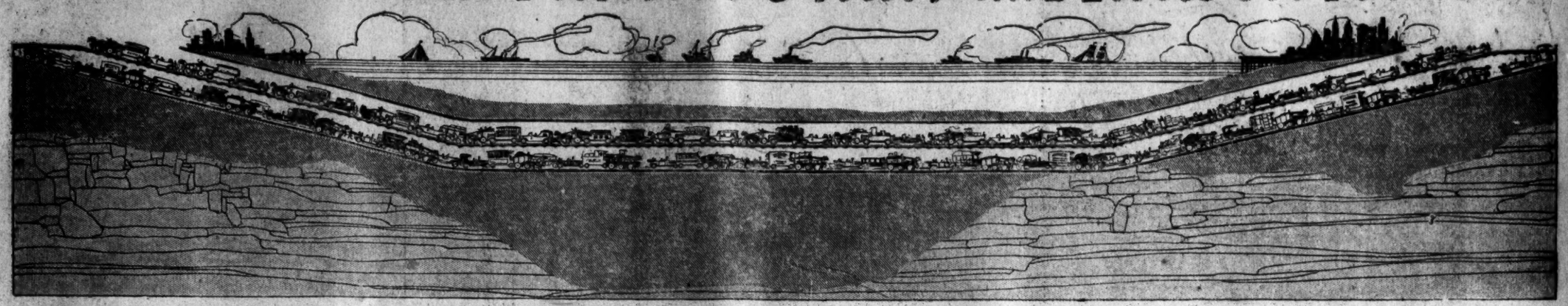
FOR SALE, Henderson 4-cylinder motor-cycle, in good condition, with new side-car (cost Tls. 150), Tls. 440 complete (will accept instalments from responsible party). Apply F. W. Schlobohm, Central Garage.
24196 J. 1

WANTED to buy, horse and victoria carriage. Reply to Box 413, THE CHINA PRESS.
24180 J. 29

SAFETY Razor Blades Sharpened. Old blades made as good as new, 50 cents a dozen, single blades; 70 cents, double. Y.M.C.A. Barber Shop, 120 Szechuen Road.
23825

Magazine and Automobile Section of The China Press, Sunday, June 29, 1919

For a Double-Deck Tunnel Under the Hudson River



How the Proposed Double-Decked Tunnel Would Appear with Its Two Streams of Vehicles Moving East and West Far Under the Waters of the Hudson Between New York and Jersey City.

The Unparalleled Engineering Feat That Is Designed to Relieve New York City of the Constant Menace of Food and Fuel Famine Through the Tying Up of Harbor Traffic by Fogs, Ice and Strikes

NEW YORK CITY, the greatest metropolis of the Union, with its $5,500,000 people utterly dependent for food and daily travel upon the antiquated and inadequate transportation facilities now afforded, is soon to have a great measure of transit relief in the construction of a huge double-decked vehicular tube under the Hudson River.

This greatest engineering project since the Panama Canal—if not in the the history of the world—will be begun when the New York State Legislature passes a bill now before that body authorizing the building of such a tunnel below the waters of the Hudson.

The proposed undertaking will link up for vehicular and pedestrian traffic lower New York city with the opposite New Jersey shore, and the cost will be borne equally by the respective States. For a number of years there has been sporadic agitation for the construction of some such form of traffic relief, either a bridge or tunnel, but it was not until 1906 that any permanent commission was appointed to deal with the feasibility and practicability of the plan.

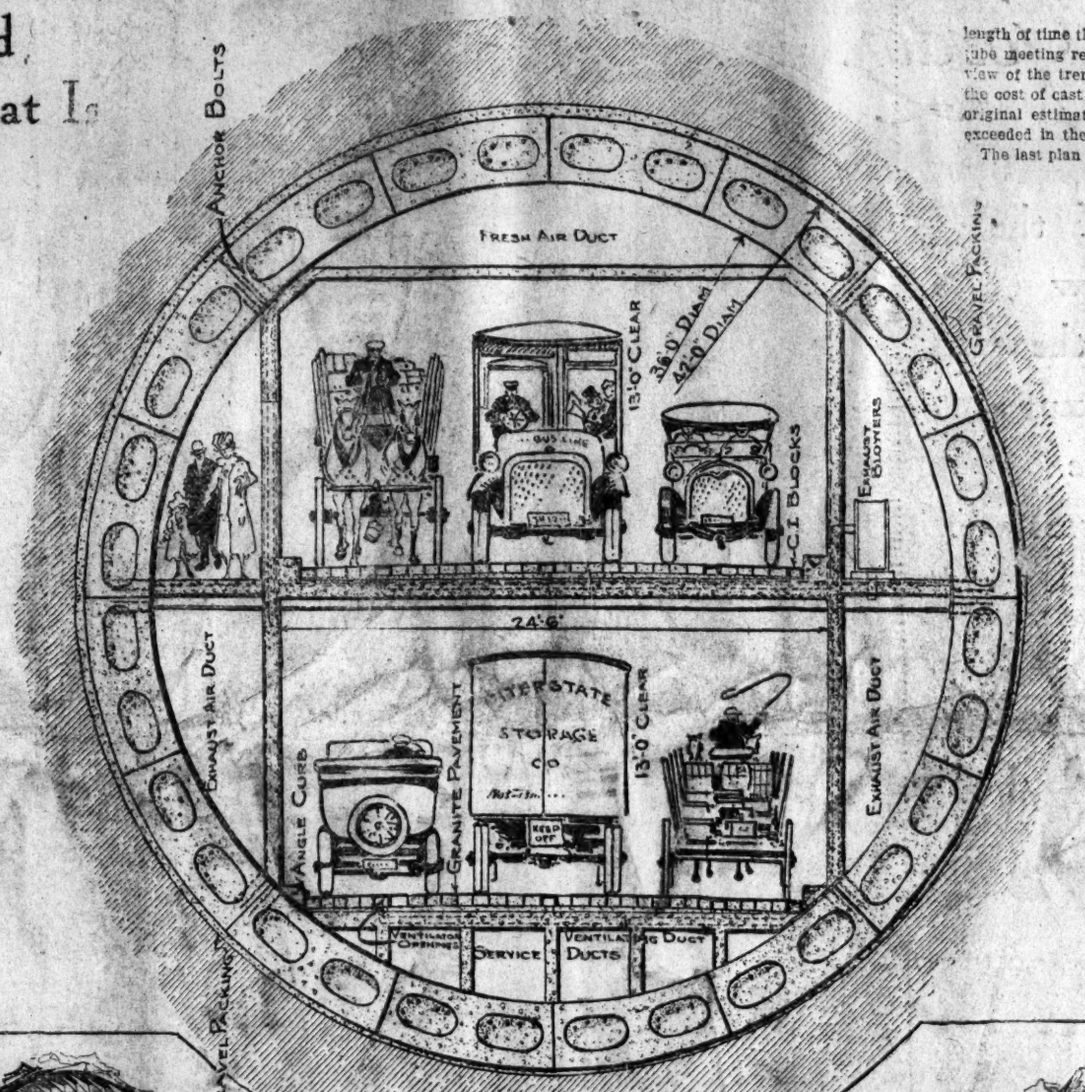
Since that year special commissions representing New Jersey and New York have been making experiments and investigations in close co-operation, involving the consideration of both bridges and various types of tunnels, all of which have terminated in a joint recommendation for the building of a vehicular tunnel. The bridge project was rejected as being too costly, being somewhere in the neighborhood of $50,000,000 and requiring from six to ten years to complete.

The pressing need for some new transportation medium across the Hudson was brought home with almost vindictive significance to the people of New York City during the Winter of 1918, when industries were shut down and untold hardships experienced in private homes due to a shortage of coal, the supply of which depends largely upon barge transfer from the railroad terminals on the New Jersey shore.

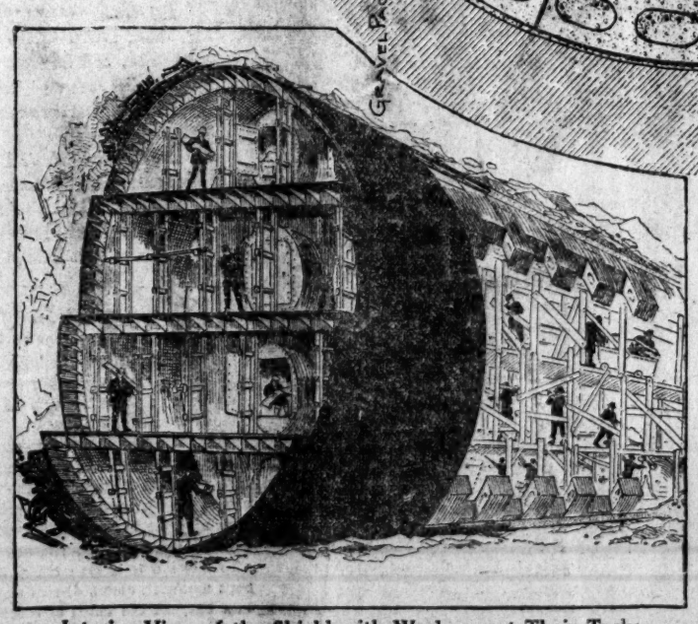
During the early months of 1919 the people of New York City and the nearby Jersey towns have been subjected to great inconvenience in travelling and to a serious food shortage by the interruption of boat service between points on the Jersey shore and New York. This was occasioned by the strikes of the workers on river craft plying in and about the harbors of the two cities.

New York's metropolitan population, within a radius of ten miles, is about 7,000,000 people. In Brooklyn and Queens, separated from Manhattan island by the East River, there is a population of about 2,500,000. Manhattan and the Bronx, to the north, houses another 3,000,000. On the New Jersey side, across the Hudson River, another 1,500,000 people live. Furnishing transportation facilities alone for this community presents a serious problem, but it is further complicated by the fact that New York is one of the greatest ports of the world; in fact, the great gateway into the United States.

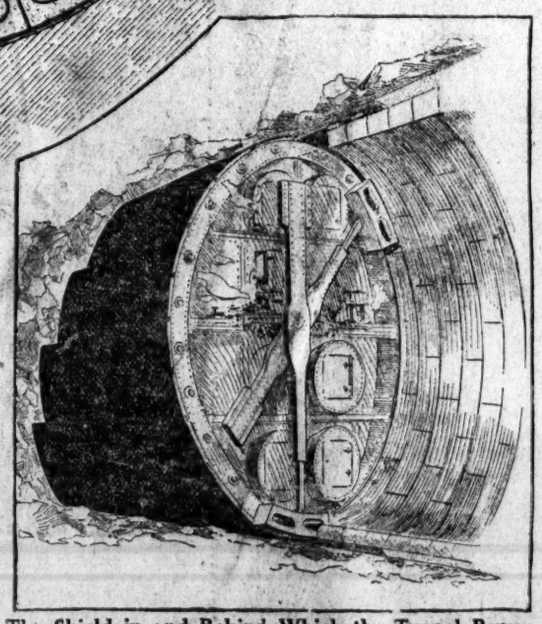
There are some 29,000 miles of railroads, in the aggregate, which have their terminals on the Jersey side of the Hudson. On the New York side of the same river there are terminals representing an aggregate of 11,000 miles. In addition, seventy-seven foreign steamship lines have docking facilities in this port, the ships coming from all parts of the globe.



A Cross Section of the Tunnel Showing the Dimensions, the Arrangement for Slow, Medium and Fast-Moving Vehicles; the Promenade for Pedestrians and the Ventilating Arrangements.



Interior View of the Shield with Workmen at Their Tasks.



The Shield in and Behind Which the Tunnel Borers Will Work. Here Are Shown the Great Mechanical Arms Setting in Place the Concrete Blocks.

There are more manufacturing plants in this ten-mile radius than the total number of St. Louis, Chicago and Philadelphia combined. In striking contrast to the media across the East River,—where there are five bridges, carrying twenty-six railroad tracks, and fourteen additional tracks in tunnels—are those across the Hudson connecting the New Jersey district with the great metropolis. Here there are only six tracks operating through the two tubes of the Pennsylvania Railroad and those of the Hudson and Manhattan Railroad. There are no highways or bridges whatever, and all vehicular traffic and a large proportion of passenger transportation depend on ferryboats.

As a result of this the port is congested with all manner of craft and the whole system is put out of gear when fogs blanket the river or it becomes clogged with heavy ice. Owing to the congested terminals on which a large proportion of the river traffic converges there is a serious wastage of perishable foods. Most of the food supply for these 7,000,000 people living within the metropolitan area is carried across from the various railroad terminals by lighters and other freight vessels.

Although the bill now before the Legislature does not commit the future tunnel commission to contract for any special design of tunnel, there has been made, however, a complete report on three types which have received the consideration of the joint commission for the States of New York and New Jersey. A discussion of these three is embraced in a report to the Legislature made by the New York State Bridge and Tunnel Commission, of which General George W. Goethals is consulting engineer.

The first plan submitted was that of the Public Service Corporation of New Jersey. This proposed a single elliptical tube with a seventeen-foot roadway, providing for two lines of traffic, one each way. It was to be constructed of reinforced concrete in sections of eighty feet each and the latter lowered into a trench dug in the river bed. It will be recalled that this method was used in building the subway tubes across the Harlem River in New York and the Detroit River tunnel.

General Goethals, consulting engineer for the joint commissions, did not favor this plan, as he regarded the difficulties of trenching the river bed such that construction would require too great a length of time and prove too costly.

The second proposal was made in 1913 by the firm of Jacobs & Davies, consulting engineers. This plan called for the building of two separate tubes, each having a seventeen-foot roadway and a walk on each side for pedestrians. The tunnels were to be of cast iron and would provide space for two lines of vehicles in each single tube. The total cost at the time the scheme was advanced was estimated at $11,000,000.

The joint commission and General Goethals do not approve of this plan to-day. They deem that the driving of two separate tunnels would necessitate a greater length of time than to drive a single tube meeting requirements; also, in view of the tremendous increase in the cost of cast iron since 1913, the original estimate would be greatly exceeded in the total.

The last plan and the one favored by General Goethals is illustrated on this page. The designs shown here have been submitted to the New York Legislature in the report of the Bridge and Tunnel Commission. This plan in some features is a radical departure from the orthodox type of subaqueous tunnel, and hence there has been a great deal of discussion on the part of engineers and tunnel experts.

In the first place the tunnel is wider in diameter than any before attempted, and hence necessitate a bigger pneumatic shield for driving than any ever before invented. In the second place, specially designed concrete blocks, three feet thick, will form the lining of the tunnel, according to the plans. This is a departure from the tried plan of using cast iron plates. While concrete blocks for this type of construction are not deemed by some to have sufficiently proved their reliability, there are no engineers who will say that it cannot be done. The same thing holds true of the shield.

Both the shield and the blocks are patented by Major John F. O'Rourke, consulting engineer of New York and a man of long experience in subaqueous tunnel construction. In the main the plans for the single tube tunnel were drawn up by him and he is willing to enter into a contract to-day to build the tunnel for $11,500,000, exclusive of the cost of land and easements.

This tunnel would have an outer diameter of forty-two feet and a wall thickness of three feet. It will be divided into two levels so as to provide separate roadways for traffic going in each direction. That is to say, each roadway will be wide enough to permit of three lines of vehicles going in one direction, or a total of six lines in both directions. The traffic entering the tubes will be classified as slow-moving, such as horse drawn vehicles; medium, as motor trucks and busses, and fast, including pleasure automobiles. Each class will have to keep in the line designated for that speed of vehicles.

Each roadway will be 22 feet 6 inches wide, and on the upper level there will be sufficient space on each side for ventilating apparatus and a pedestrian roadway.

The total underwater section of the tube will be about 1¾ miles, and it is conservatively estimated that it will have a daily capacity of approximately 100,000 vehicles. Statistics compiled from data of 1917 show that during that year 4,800 vehicles crossed over the five ferry lines between New York and New Jersey in the vicinity of the proposed tunnel every day.

It has been generally agreed upon by all experts consulted in the formulating of the scheme that the New York entrance and outlet to the tunnel should be located at Canal street, the widest street in the downtown, crosstown section. The Jersey opening would be at Twelfth street, Jersey City.

A question that was brought up in the various discussions—the proposition of ventilation—has been dismissed by General Goethals and other experts as a matter easy of adjustment. The poisonous content of carbon monoxide and dioxide in exhaust gases was believed by some to present a very serious difficulty in a vehicular tunnel of any great length.

When the Public Service Corporation of New Jersey submitted its report it was accompanied by a report on its experiments in tunnel ventilation, and in the tests a typical section of the tunnel was used. Ventilators were installed in these tests, and it was found that when all doors were closed and the ventilators open and exhausting from the top of the tunnel, after the engines (there were eight cars in the section) had been running light for forty minutes the condition of the atmosphere was almost normal. During this particular test eighteen persons remained in the tunnel and experienced no unpleasant sensations from breathing the air and no subsequent distress. The contaminated air analysis in this case was:

	Per cent.
Unsaturated hydro carbon	0.01
Carbon dioxide	0.06
Oxygen	20.34
Carbon monoxide	0.075

While the proposed Hudson tunnel is longer than any of a similar nature heretofore built it is pointed out that there are a number of other tunnels which are operated successfully for vehicular traffic without any mechanical means of ventilation. Chief among these is the Blackwall Tunnel under the Thames River in London. This is 1½ miles long.

In stating his objections to the pre-constructed section type of tunnel which would be laid in a dredged trench at the river bottom, General Goethals gives some interesting facts about the character of the Hudson bottom in the region where the tunnel will be built.

He states in part:

"The material through which the trench must be dug is soft silt and mud. Some idea of the fluidity of the material may be had from the tests made by dropping a pole 48 feet long, weighing 55 pounds, of which 38 feet was of wood 2½ inches in diameter, 10 feet of ⅝-inch diameter steel. Under its own weight it penetrated the material to a depth of from 27 to 36 feet. The upper strata in close proximity to the water is in such a liquid state as to be set in motion by the passage of deep draught vessels.

"It is true that the material becomes more compact at the greater depths, yet it is equally true that water admitted to the lower strata reduces these to the same consistency of the upper strata, which will be the case if they are reached during the progress of the dredging operations.

"The so-called Hudson River silt consists of minute particles of trap, granite, sand—the result of erosion o fthe rock formations found along its banks. It overlies the rock as an unstable mass, affected by tidal fluctuations and temperature changes."

Siren Gowns For Five O'Clock Tea

by Lady Duff Gordon

The Passing of the War Shadow Revealed in the Beauty and Luxury of the More Intimate Dresses

Poetical Spiritual Gown ("Lucile" Model)

("Lucile" Model)

A Gorgeous Gown of Old Gold Chiffon and Embroidery

A Gown With a Savage Note of Leopard Skin ("Lucile" Model)

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon
("LUCILE")

INVENTION is surpassing itself in the matter of tea gowns.

With the passing of the war the old graces of life are being resumed. One of these is the chat with family and friends over a sup of tea.

For the gowns for these occasions the hostess is asking the quality of allure in fabric, color and silhouette. It is well known that a lovely woman looks her loveliest in an evening gown. Decollete and charm are synonyms in the vocabulary of dress, if a woman be less than sixty and if any of her pristine beauty survives. Next to the evening gown a woman is at her loveliest in her tea gown. They who ask me to design tea gowns for them expect daintily diaphanous material, colors of rich or delicate hue and those straight lines that bespeak the union of comfort and elegance.

That tea gown which I have christened "Divination" has a smock-like effect of old gold chiffon. The loose tunic has a border of pearls and emeralds at the neck. The sleeves are finished at the edge with brown marabout. It is belted with a girdle of antique silver, studded with pearls. With the tunic is worn a skirt of black tulle, edged with a border of emerald green. An odd coatee, sleeveless, cut away at the hip line, but reaching to the floor in a train at the back, is worn over the smock or tunic. The coatee is made of Oriental brocade of greenish gold roses, with a foil of copper colored leaves upon a background of burgundy. Its lining is of the palest apricot satin. At the front the brocade falls in sash ends, fringed with gold.

Another tea dress I have named "The Eternal Savage." Of pearl gray chiffon over flesh colored satin, it is essentially poetic save for the touch, which I shall later describe, of the savage. The under-slip of flesh colored satin has a horizontal border at the hip line of silver embroidery. A row of the embroidery trims the skirt of flesh colored satin. Old blue chiffon lined with pale tea colored satin forms a short sash at the front. The train and sleeves are of indigo chiffon, piped with silver. The savage appears in the waist-deep collar of the black and tawny fur of the leopard.

Of more spiritual suggestion is the gown to which I apply the name "At Thy Feet." Over a slip of white silk is worn a robe of embroidered filet lace. The design of the lace is emphasized with brilliants. A lavender silk sash lined with pale apricot is crossed diagonally in front. An apricot silk bow, with long ends, attached to the front of the girdle, strikes a pleasing note of color. Over the tea gown is worn a long, straight coat of blue velvet, lined with violet silk.

Capes, Still Popular, Appear In Many Interesting Types

Summer Models Offer Wide Choice In Styles, Colors And Material—Waistcoats Disappearing

By Martha Goode Anderson

Season in and season out the cape flourishes in undiminished popularity. It is not often that a conspicuous fashion such as this, which quickly attained universal favor, survives for a single season, much less for the four well rounded ones which the cape already has to its credit, as it enters on the summer solstice with a following as enthusiastic as ever.

There are capes long and short, capes slim and straight or draped in voluminous folds, three tiered capes, reversible capes, capes in striking combinations of two materials in one color or of two colors in the same material, curious and interesting capes of silken stuffs, thick and woolly capes and cobwebby sketches of capes in georgette or tulle boldly accented with fur.

One sees much less of the waistcoat in the summer cape models. It is hard to tell whether the almost total elimination of this feature in all except the strictly sports models is due to the fact that its added warmth is no longer desirable or whether it has been simply done to death.

Collar Arrangements

The collar arrangement which wraps around the neck in many folds is still much in evidence, but there are capes with Medici collars, capes with a fitted yoke and high close fitting collar and capes with no more collar than a band about the shoulders.

One of the most useful cape models has a very wide band of the fabric folded softly back across the front from hem to hem. This can be gathered snugly about the throat or allowed to fall in gracefully negligent folds around the shoulders as occasion demands.

This cape is displayed at its best in two toned combinations of one material or in different fabrics of identical color. It is handsomely developed in navy blue serge and satin or in castor tricolette and satin or in castor tricolette and duveteen. Reversible satins are also made up after this fashion.

There is a peculiar smartness about the circular three tiered capes, and there are capes on straight lines also with three tiers, the extremely wide cape collar which falls well below the shoulder line forming the upper tier.

These capes are at their best in Poiret twill or gabardine, but it is only fair to say that the useful navy blue serge cape has been relegated to the background which useful old friends are so frequently required to grace.

In dealing with the summer cape there is not much to be said of woollen fabrics except as they are used in combination with silken stuffs or in their unchallenged field, the sports outfit.

For summer sports the strictly serviceable tailored capes of English worsteds and tweeds may be passed over as year round standbys, but capes of homespun, dyed in soft fruity colors, have by reason of their light open weave a distinctly summery place in the sports outfit.

Wool jersey still has a claim on the summer sportswoman and capes of this fabric are frequently seen, the most popular development of this garment being the detachable cape to be buttoned beneath the collar of a sleeveless sports suit. A white wool jersey sleeveless sports suit has a cape of navy blue wool jersey, with white facings buttoned back with pearl buttons. This forms a very useful as well as an undeniably attractive costume.

A sports cape which is comparatively new and which will interest many women is fashioned of channellette. This wool fabric, apparently knit by hand, but in reality a product of the knitting machine, can be purchased by the yard in a variety of gay and lovely colors. It is 36 inches wide and sufficiently expensive, but as capes of this type are cut very scant and straight a large quantity of the fabric is not required.

Narrow bands of Angora knitted wool may also be bought with which capes and sports coats of channellette are bordered, collared and cuffed. A cape has been designed for country wear of heavy, soft linen crash, lined with bright gingham, which has a certain bizarre charm of its own but comes dangerously near being an excentricity.

Capes of silken weaves for daytime wear spell summer in every lustrous length of tricolette or satin and in the crisp and sprightly folds of moire or taffeta. Satin is often used in combinations with wool, either duveteen, gabardine or wool jersey. The upper part of the cape is usually of satin with a broad band of the woollen fabric at the lower edge. Often the collar is of wool, but frequently of fur.

A delectable cape of this type has the lower half of beige wool jersey, the upper half of brown satin and the collar of summer ermine.

Satin as well as taffeta is sometimes reduced to the severe cut of the three tiered cape, but it is at its best in the more suave and gracious lines of the draped models. One very lovely cape of double faced satin has a long scarf front and is gathered at the shoulders with a small upstanding frill. The soft, dull blue of the under side is turned back in a wide fold at the neck and down the front over the navy blue of the exterior.

Attractive satin capes in henna, black or blue show the plainness of their surface broken by roundabout gathered inserts of georgette.

Capes of tricolette, often gathered into wide bands of duveteen or gabardine of the same shade, have a great deal of distinction. Both the plain and fancy weaves are employed, and in the latter case the trimming of wool fabric is frequently omitted, while a fur collar gives the accent of weight and substance which most summer capes seem to require as a need of their being.

A changeable taffeta cape in shades of red, brown and blue is a noticeable exception to this rule. Its quaintly gathered and frilled body is topped by a yoke in which delicate dull gold embroidery plays an important part.

Capes Extraordinarily Smart

Extraordinarily smart capes are developed in moire silk in navy, black, brown or castor and nearly always with the all but inevitable fur collar. One in black has superimposed upon its moire surface brocaded satin figures, the glint of which, added to its squirrel collar, completes a cape distinguished enough for any occasion.

What might be called the apotheosis of the summer cape is now coming very much to the fore in all the more exclusive shops. These exquisite and fragile garments have little to recommend them except sheer charm. Extravagant they are to a degree, both in the initial cost and in perishability; and as to warmth, two thicknesses of georgette provide but scant protection even to the most imaginative. They are like Lucy Lockett's pocket, which had nothing in it but the binding round it and depend altogether for substance on the bandings and mountings of fur which do their utmost to hold these thistledown garments near the earth.

Usually two slightly contrasting shades of georgette are mounted one on the other, the resulting shade blending perfectly with the fur trimming, which it applied with varying degrees of lavishness.

Sometimes the fur trimming consists of a wide stole which extends from hem to hem about the neck of a full length garment, the hem and armholes of which are also edged with fur. Sometimes it is no more than many narrow lines of fur set at intervals about the hem and neck of a mantle.

Furs That Are Used

Moleskin, summer ermine, seal, nutria and squirrel are the furs usually employed in the development of these charming garments, though a longer haired pelt is used for the very narrow fur bands.

One of these georgette capes which departs slightly from the types already described is a three-quarter length model in blue over purple, the edge being weighted by a heavy knotted silk fringe of the two shades. This cape is provided with a gray squirrel collar.

Short hip length georgette capes with armholes banded by fur to match the deep collars are provided for those who have a weakness for these intriguing little affairs.

In fact the very short cape-wrap is also developed in watered silk, taffeta, blue serge and tricolette, frequently with fur collars, but many times without. Most of the short capes have a demure mid-Victorian charm which would have won them the approval of our much and often shocked grandmothers.

Especially may this be said of the little black taffeta or moire wraps with their quaint bindings and quillings. There are also shoulder capes of lace which are reminiscent of the sloping shouldered '40s.

Bespeaking a very different ancestry is the slightly barbaric cape of georgette completely covered with diagonal rows of fluffy ostrich flues all in a brilliant blue and bound as to neck and armholes with a silver edged blue ribbon. It flaunts the usual suggestion of an Abyssinian Princess which ostrich trimmings are apt to convey.

Gay silken capes in taffeta and faille have been produced by the manufacturers, which have wide collars and bandings of Angora wool in a contrasting but companionably gay tone.

The summer cape is often unlined, but frequently there is a lining of plain or printed chiffon or of cotton voile. Long and graceful capes of black satin have their elegant sobriety lightened in a most piquant manner by a gayly flowered chiffon lining.

An extraordinary French novelty which will interest the daring woman is a large black satin shawl edged about by black fringe. This garment, launched by a famous French beauty, is much too large to be called a scarf and may be more justly listed as a cape, and more profitably, for the art of wearing a shawl was lost long ago in Anglo-Saxon lands.

Those who have traveled in Spain or Spanish America have marveled at the mysterious grace which a plain black shawl can be made to lend its wearer.

MILLINERY IN PARIS

Novelties In Material That Are Coming To The Fore There

Some interesting sidelights on the millinery situation, as it exists in Paris, are contained in the last report of the correspondent in that city of the Retail Millinery Association of America, which says:

"It is indeed strange, considering the effort straw had to make in order to get through, that it should not appear to remain 'en vogue' very long. Besides the scarce neat picot or lisere hats, we are using a lot of fancy straws mixed up with grosgrain ribbon. The latest novelty is horsehair braid about two centi wide and either plaited or gauffered (frilled). It is sewn regularly on tulle or muslin which is draped afterward. It makes most attractive little toques.

"There is a new material that we call 'celophane,' looking very much like horsehair, only thinner, which is quite novel and gives a lighter and prettier effect than horsehair for this sort of work. In a golden shade or in jade green it is indeed very smart. In fact, we have not had all these kinds of milliner's work for quite a long time, and they completely outdo the neat blocked shaped hats of other seasons. Tulle is pretty successful, too, either for making a hat entirely or used simply as a trimming, for instance, in big, smart bows bordered with long and thin jet beads.

"I must say a few words about the strong tendency toward velvet. It is whispered among the well-informed people that it will be a striking success at the next races. It should be of white velvet or any other light color, more particularly the paste shades. Embroidery will most certainly play a big part in it, just as it does for smart dresses and costumes."

TREND OF FUR STYLES

Will Big Prices Take Place Of Small Ones In The Fall?

From present indications a marked change from the fur styles now in vogue is due this Fall. In other words, the small pieces that are now so popular in the trade will give way to more voluminous articles. Coats, dolmans, coatees, capes, and sizable scarfs are all expected to do well, this expectation being based on the early advance business taken.

Opinions differ as to whether coats or dolmans will have the stronger "pull" for Fall, but there is a disposition on the part of buyers to regard medium length dolmans very favorably. Many attractive models in the latter have been worked out in Hudson seal, trimmed with squirrel, mink, and other contrasting furs. Some furriers think very well of the shorter coats and coatees for the new season, basing their belief in part on the higher cost of all furs and the fact that—all else being equal—the shorter garments will be the cheaper.

Smart Sports Clothes

By Rita Stuyvesant

These after-the-war days have brought out a host of sport-loving people—men who are out of khaki and girls who can substitute a gay costume for the service uniform of the past. The golf links and tennis courts of the various country clubs are dotted with enthusiastic players in smart, yet practical, sport clothes. And such an endless variety of materials and styles to choose from, that there is sure to be a becoming model for every type of figure. The shops are "welcoming home" the sport suits after an absence of nearly two years, and it soon promises to be a gay time in sportland.

There is the girl who cannot get away from the idea that a costume for outdoor wear should consist of a smart skirt, tailored blouse and a warm sweater. For this girl there is a block plaid wool skirt, featuring black, orange and tan, and is laid in broad box plaits to give the necessary fullness. Other plaid skirts are cut two pieces and buttoned up the sides, with black bone buttons. To give freedom of motion three or four buttons are left unfastened. Black silk soutache braid accentuates the belt and smart slit pockets.

Trim tailored blouses of tub silk are favoring the high collar and striped four-in-hand tie for out-door wear. However, many women find the low collar indispensable for warm weather and there are some attractive blouses with turn-down collars, both round and square.

Sweaters and sport hats owe their charm to the lovely fabrics which fashion them and the clever details of design. Knitted sweaters promise to be popular again this season, and are shown in both the coat and slipon models with long knitted vests. To wear with the sweaters are becoming little hats of gray wool, brightened with worsted flowers and odd fancies. Among the newest colors are dust, heavy raspberry, carrot, pumpkin, Foch blue, flame, violet and various shades of green.

The girl who does not like a separate skirt and blouse for soprt wear will welcome a long Russian blouse fashioned after an artist's smock. These new blouses reach to the knees, and are cut rather full. The round neck shows no collar and the elbow sleeves show no cuffs. But there is a loose belt that buttons in the back, and bright novelty buttons trace the back closing from neck to hem.

Kumsi-kumsa tricolette, khaki-kool wool jersey and colored pongee are responsible for these lovely blouses ,with bright contrasting buttons.

Worn under the blouses are scant skirts of matching material to preserve the slim silhouette so necessary for this season's style. Sometimes these skirts are slit, and sometimes they are closely plaited. Large droopy hats of coarse woven straw complete this type of sport costume.

Beautifying Barbara

By Mimosa

How a Plain Girl was Made Pretty

Barbara had always been considered the ugly duckling of the family, and certainly no one would have voted her attractive the day she called on me, and told me how tired she was of being classed amongst the dull and uninteresting women of her set.

To tell the truth Barbara had fallen in love, and was anxious, as she had never been before, to appear at her best. She wasn't a flapper; she was twenty-eight, but there were possibilities in her, and I promised her that if she would follow my advice carefully, she wouldn't recognise her own reflection in the mirror in a month's time.

Her Complexion

With a good complexion the plainest features look attractive, but Barbara's unfortunately left much to be desired. It was muddy, and there were blackheads around the nose and mouth, caused, I think, through using impure toilet soaps. For the dull muddy look I made her rub a little pure mercolised wax gently into the face and neck every night, leaving on the skin till the next morning. This very gently and imperceptibly peeled off all the dead, dull outer cuticle, leaving the fresh young complexion underneath, and giving her a skin as clear and fresh as a baby's. The blackheads were soon removed. A stymol tablet was dissolved in hot water, and the face bathed and gently dried. After two applications all signs of the blackheads had disappeared.

Beautifying Her Hair

Barbara had a fairly good head of hair, but it had been very much neglected. I don't know what she had shampooed it with, but it certainly wasn't the right stuff, for her hair was dull and lifeless without the bright lights it should have possessed, there was no wave in it, and it appeared to be falling out rather more than was natural.

So I made her get some stallax at the chemists, and give it a good shampoo. A stallax shampoo leaves the hair soft, silky and glossy, and no rinsing is necessary. After one shampoo a most marked improvement could be noticed, and by the time Barbara had used it three times, with an interval of a fortnight between each shampoo, you would not have recognised it as the same head of hair. Then to stop the fall I advised her to get two ounces of boranium, and mix it with water and a little Bay Rum. This she dabbed into the roots every night, and it not only stopped the fall, but gave the hair great vitality.

A Little Color to the Cheeks

Barbara is one of those girls who are much improved by a little color in the cheeks, but unfortunately she has none naturally. So I suggested that she should get some colliandum and apply a very little to the cheeks with a small piece of cotton wool. The most critical observer cannot detect that a color given by this method is not natural, for this wonderful powder is just the correct tint, and has an advantage which no other artifical color has it deepens slightly in a warm atmosphere, and thus appears absolutely natural.

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Health, Beauty And The Home

The Moth Problem

By Mrs. Christine Frederick,

The Distinguished Authority on Household Efficiency.

SOME day soon you may see a small object flying about the room, and you will say to yourself, "Dear me, I must put away my Winter furs, for there's a moth!" But it is sad to know that Mr. Moth has been in our homes quite a while before we see the tiny fly fluttering about. This tan-colored, humble visitor does no damage to our clothes and furs; the damage is already done by the small, crawling larva, or worm, which the fluttering fly laid among our Winter underwear!

The time to prevent moths in clothing is before the moth egg is laid. This means that long before warm weather arrives the wise woman will take steps to prevent moths from breeding. For they, like other insects, prefer warm, dark, unmolested places. They abhor sunlight, they cannot live in the cold and they just can't bear being disturbed.

Therefore, the preventive measures against the ravages of moths in the home take the shape of doing all the things the moths do not like.

The first step is to bring Winter garments out into the bright sun and expose them there as long as possible. These bright Spring days are just fitted for giving our woolen clothes an airing. Winter coats, dresses, furs, blankets—out they all must come.

Let them hang in sunlight, which is the best disinfectant known. Let them be blown by the air, which will shake out the moth eggs if there are any or chill the adult moths with the nipping wind. And while the clothes are hanging on the line let us give the closet from which they were taken a thorough cleansing.

Brush down the walls, or, preferably, wipe them with water to which a strong solution of carbolic or chloride is added. Let the closet remain open in a well-ventilated room. If it is a hat box or a drawer, give it the same treatment. Sometimes it is easier to use an atomizer full of naphtha or benzine to spray the closet with, being sure there is plenty of fresh air and no danger of fire.

Any piece of fur and many kinds of woolen materials may be dipped or brushed with gasoline and then hung out on the line. Gasoline is one of the best agents for killing the eggs or larvæ of such insects as moths, mosquitoes or our unwelcome visitor, the bedbug.

The old idea of laying every object used to be to dump all kinds of clothing, blankets, etc., into a trunk or a chest sprinkled liberally with moth balls and leave them there all Summer.

The modern idea is to have separate bags or compartments lined with tar or cedar paper and lay away each garment separately. Such bags come in all lengths, short ones suitable for sweaters and jackets, etc., long ones for coats and dresses. Each bag is fitted with a hanger, so that the garment keeps a nice shape. Ten or twelve of these garments in their respective bags take up no more room than the average trunk.

Another idea is to have drawers lined with cedar or camphor paper and to lay articles away in the small separate drawers. An ordinary bureau can be thus treated. Purchase a good quality of tar paper and cut the required lining, allowing each section of paper to overlap. Place the paper in the drawer and then paste down the overlapping sections so as to make the drawer completely insect proof.

There is on the market a special device for use in connection with any enameled bed. This is a tray or deep drawer which is made the entire size of the bed and which lies under the bed when it is in use.

When your husband puts on his dress suit for the first time in the Fall he may notice an eaten place on the front of his vest. Undoubtedly it's just the place where he spilled some consomme or ice-cream at last season's banquet. Moths evidently have a sense of taste in that they prefer to eat woolen material on which food has dropped. Therefore, the wise housekeeper will clean all spots on her woolen garments before she lays them away.

Thorough cleansing is absolutely necessary also because mold often attacks garments or articles which are put away in a dark place. Every precaution must be taken to lay the article away very dry so as not to give any chance for the mold plant to develop, since it is almost impossible to remove mold even from white garments or materials after it has eaten well into the fabric.

In some cases it is worth while to fumigate a room badly infested with moths. For this purpose a formaldehyde candle may be purchased at the drug store and used as directed on the wrapping. It is generally set in the centre of a tin dish containing water before it is lighted. Before fumigating any room the windows should be tightly closed and battened up with waste rags. All closet doors should be left open and the mattress turned on edge across the bed after the bedding has been removed. Never leave silver or nickel articles in the room, as they may be turned black. After the candle is lighted shut and close up the room door also and allow the candle to burn several hours or all night.

One more point that should be emphasized is to keep any storage closet as cool as possible. As has been said, all insect life breeds more rapidly in warmth. There are no insects in the Arctic Circle and we keep our furs in cold storage if they are valuable. So, too, the housekeeper should remember to frequently air any closet and not permit it to become overheated or stuffy, as this might develop some insect egg which her other efforts had failed to destroy.

"A few minutes of vigorous exercise should always precede the bath."

Photograph Posed by MISS GRACE DARLING at CAMPBELL STUDIO

Health and Beauty Baths

By Mme. Lina Cavalieri,

The Most Famous Living Beauty.

OF course the main purpose of baths is cleanliness. But the woman who wants to look and feel her best will know how to make them serve many other highly useful purposes.

Baths of the right sort, taken in the right way and at the right time, will refresh and restore the woman who is worn out after a long day of shopping. They will hasten the coming of slumber that would otherwise be delayed for hours. They will also give just the added stimulus one often needs to fit one's self to meet successfully some unusually strenuous round of household duties or social activities.

Physicians are coming more and more to realize the tonic and medicinal value of baths. In many conditions they prove of more benefit than medicine.

Where cleanliness is the only purpose to be served the bath should be neither too hot nor too cold. The temperature of such a bath may range from 80 to 90 degrees Fahrenheit, according to the ability of one's skin to bear the water's heat. This form of bathing has neither stimulating nor depressing effect and for some people it is the only one to be recommended.

Very hot baths are sometimes of great benefit, but they should seldom be used alone. They have a decidedly enervating effect and unless the greatest care is used they make you "catch cold."

The possible dangers of a hot bath can be easily avoided by following it with a cold plunge or if that is too strenuous, a cold shower.

For the great majority of people—both men and women—this procedure is probably the safest and most beneficial form of bathing. The hot water cleanses the body's surface far better than that of indifferent temperature and the stimulating shock of the cold can be better borne after the body has been thoroughly warmed.

But there is one important warning to be sounded in connection with hot baths, particularly if one's skin shows a tendency to excessive dryness. This is that too frequent or too prolonged hot baths are very apt to remove too much oil from the skin.

I often use hot baths of the entire body or sometimes merely of my feet to ward off threatening colds or sore throat. Of course in such cases I always take extra pains to avoid subsequent exposure to cold.

One must also be careful to resist the temptation to overtax one's mental and physical strength after a very hot bath. Such a bath acts as a powerful stimulus to the whole nervous system.

The cold bath is also a good nerve stimulant. This is why it is so effective in "waking us up" in the morning. Physicians tell us that it also trains the heat-regulating mechanism of our bodies so that we are better able to withstand exposure to cold.

But cold baths are not for every woman. Even I find that I must use them with a great deal of caution. And many women should never attempt them except on the advice of their physicians.

Cold baths should never be at all lengthy. To stay in one longer than a minute is dangerous except in a very few exceptional cases. From ten to thirty seconds will be found the proper time for all but the most robust women.

When the skin is thoroughly warm is the only proper time to take a cold bath. The greatest benefits are derived, and there is the least danger of unpleasant after effects when the cold bath follows immediately after rising in the morning or after muscular exercise or after a hot bath.

A good share of the tonic effects of the cold bath are undoubtedly due to the vigorous rub-down with a rough towel by which it should always be followed, except in warm weather. This promotes a generous flow of the blood, which gives your skin a distinct glow. Unless you get a reaction of this kind after a cold bath you should confine yourself to bathing of hot or indifferent temperature.

It ought not be necessary to remind you that no bath should ever be taken until at least an hour or more after a meal. Yet frequently I hear of women who suffer extremely unpleasant experiences simply through forgetting this important rule of health.

If you do not already know through practical experience or through your physician's advice or both, find out at once what sort of baths are best suited to your individual needs. With this knowledge you will soon find bathing contributing so much to your health, beauty and peace of mind that you will look upon the minutes taken for your frequent tubs or showers as time exceedingly well spent.

Tested Recipes for Quick Breads and Cakes

By Mary Lee Swann,

Principal, Scudder School of Household Arts.

Popovers.

BEAT 3 eggs until very, very light without separating. Add, alternately, 1 pint of milk and 1 pint of sifted flour, beating thoroughly with egg beater. Put ¼ teaspoon butter into each hot popover cup and fill them 2-3 full with the light batter. Bake about 45 minutes in a rather quick oven.

Spoon Bread.

ADD 2 teaspoons of salt to 4 cups of boiling water. Stir in ½ cup of fine hominy and cook about ½ hour. Add 2 tablespoons butter, 3 well-beaten eggs, 1 cup of milk and 1 cup cornmeal sifted with 2 teaspoons baking powder, and beat well. Bake in a greased baking dish about 45 minutes.

Cream Scones.

MIX and sift 2 cups flour, 4 teaspoons baking powder and 1 teaspoon salt. Work in ¼ cup butterine with 2 forks. Mix 3 well-beaten eggs with ½ cup thin cream and stir into flour and butterine mixture. Turn out on slightly floured board, pat, roll, cut and shape with a diamond cutter.

Baking Powder Biscuits.

MIX and sift 2 cups flour, 4 teaspoons baking powder and 1 teaspoon salt. Work in 4 tablespoons fat. Add milk or water (about 1 cup) to make a soft dough. Turn out on lightly floured board, pat gently and shape. Biscuit dough must not be kneaded or handled roughly. Bake in a rather quick oven.

Date Muffins.

MIX and sift 3 cups flour with 4 teaspoons baking powder and 1 teaspoon salt. Beat 1 egg thoroughly, add 1¼ cup milk, add sifted ingredients slowly, beating until smooth. Add 4 tablespoons melted butterine, ¾ cup chopped dates, bake well and bake about 25 minutes in a moderate oven.

Sandwich Biscuit.

PREPARE as for baking powder biscuits. Roll about ½-inch thick, cut into rounds, spread ½ of these with softened butter and spread the others, unbuttered, upon them. Bake in a rather quick oven.

Raisin Nut Muffins.

MELT 3 tablespoons butter, add 2½ tablespoons sugar, 1 well-beaten egg, and mix well. Add 2 cups flour, sifted, with 3 teaspoons baking powder alternately with 1 cup milk. Add ¼ cup raisins and ¼ cup walnut meats and beat well. Bake in well greased muffin pans in a moderate oven about 25 minutes.

Blueberry Muffins.

MIX and sift 2 cups flour with 4 teaspoons baking powder, 1 teaspoon salt and 2 tablespoons sugar. Beat 1 egg until light, add 1½ to 2 cups milk and stir into the sifted dry ingredients. Add 2 tablespoons melted butter and 1½ cups blueberries, lightly dredged with flour. Bake in well greased muffin tins about ½ hour.

Green Corn Puffs.

BEAT 2 eggs until light. Add 1 cup milk, 2 cups grated corn, ¼ teaspoon paprika and ½ teaspoon salt. A dash of cayenne may be added. Grease 6 custard cups. Fill them half full of the mixture and place in a pan of hot water. Sprinkle each cup generously with grated cheese. Bake in a moderate oven until firm.

Bran Muffins.

MIX and sift 1 cup flour with 1 teaspoonful soda and ½ teaspoonful salt. Add 2 cups bran, 1 cup milk and 2½ teaspoonfuls molasses. Bake in well-greased muffin pans about 30 minutes.

Quick Rolls.

MIX and sift 2½ cups flour with 1 teaspoon salt, 2 teaspoons sugar and 4 teaspoons baking powder. Work in 4 tablespoons butterine and when the mixture is mealy add 1 egg, beaten light in a cup, filling the cup with milk. Turn out on lightly floured board, pat and roll out about ½-inch thick. Cut in rounds, brush over each round with melted butter and crease each one with back of knife. Fold over and bake in a rather hot oven.

Apple Muffins.

CREAM ¼ cup butterine, add 4 tablespoons sugar and then 1 well-beaten egg. Mix and sift 2 cups flour, 4 teaspoons baking powder and 1 teaspoon salt. Add alternately with ¾ cup milk to the muffin mixture. Mix well and bake in greased muffin pans in a moderate oven about ½ hour.

Apple Gems.

MIX and sift 1 cup cornmeal, 1½ cups flour, 1 teaspoonful salt, 2 tablespoonfuls sugar and 5 teaspoonfuls baking powder. Add 1 cup milk and beat vigorously. Add 4 finely chopped apples and 2 tablespoonfuls corn syrup or molasses. Bake in hot greased muffin pans about 20 minutes.

Baking Powder Loaf Bread.

MIX and sift 1½ cups barley flour, 1 cup oat flour or rye meal, ½ cup rice flour, ½ cup sugar, 6 teaspoons baking powder and 1 teaspoon salt. Work in 4 tablespoons shortening with tips of fingers or two forks. Beat 1 egg until very light and add 1 cup of milk. Stir into sifted dry ingredients, mixing thoroughly. Turn into a greased bread pan, let stand 15 minutes and bake about 45 minutes.

Batter Bread.

POUR 2 cups scalded milk over 1 cup white cornmeal. Mix well and when slightly cool add 1 teaspoonful salt, 2½ teaspoonfuls baking powder, 1 tablespoonful fat and 2 eggs well beaten. Pour into a greased baking dish and bake in a moderate oven about ½ hour.

Appetizing Menus for the Week

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
Breakfast	*Breakfast*	*Breakfast*	*Breakfast*	*Breakfast*	*Breakfast*	*Breakfast*
Stewed Dried Fruit, Cereal, Coffee.	Oranges, Oatmeal, Toast, Jam, Coffee.	Apple Sauce, Creamed Codfish on Toast, Jelly, Coffee.	Stewed Prunes, Cereal, Creamed Chipped Beef, Coffee.	Boiled Rice with Raisins, Cream Sauce Omelet, Toast, Coffee.	Sliced Bananas, Cereal, Sausage Balls, Corn Muffins, Coffee.	Grapefruit, Hominy, Coffee.
Luncheon	*Luncheon*	*Luncheon*	*Luncheon*	*Luncheon*	*Luncheon*	*Dinner*
Scalloped Macaroni, Lettuce Salad, Cocoa with Marshmallows.	Fried Oysters, Cole Slaw, Brown Bread, Coffee.	Potato Salad, Baking Powder Biscuits, Cocoa with Whipped Cream.	Curry of Lambs' Kidneys, Rice Border, Cream Cheese Salad, Tea.	Vegetable Soup, Toast, Baked Apples, Tea.	Stewed Lentils, Hot Boston Brown Bread, Canned Pears, Tea.	Roast Ribs of Beef, Brown Gravy, Browned Potatoes, Boiled Onions, Celery Salad, Queen of Puddings, Coffee.
Dinner	*Dinner*	*Dinner*	*Dinner*	*Dinner*	*Dinner*	*Supper*
Cream Soup, Beef Heart Pie with Potato Pastry, Buttered Carrots, Sour Milk Gingerbread, Lemon Sauce, Coffee.	Tomato Soup, Beefsteak, Browned Potatoes, Stewed Corn, Heart Lettuce Salad, Raisin Rice Pudding, Creamy Sauce.	Rice Soup, Meat Loaf with Tomato Sauce, Baked Potatoes, Creamed Turnips, Nut, Apple and Date Salad, Cooked Dressing, Coffee.	Fruit Cocktail, Brown Stew, Dumplings, Steamed Oatmeal Pudding, Spinach, Coffee.	Cream of Clam Soup, Stuffed Cabbage Leaves, Stewed Tomatoes, Asparagus Salad, Dutch Apple Cake, Coffee.	Broiled Calves' Liver, Stuffed Potatoes, Radishes, Stewed Celery, Lettuce Salad, Bavarian Cream, Coffee.	Creamed Sweetbreads in Biscuit Shells, Fruit Gelatine, Tea.

Here Are an Even Twenty Good Ways of Serving Eggs

SHIR them in glass cups, using one tablespoonful each of chopped chicken and bread crumbs with milk or broth.

Another delicious way of shirring eggs is with asparagus tips or peas in cream sauce.

Bake them in mounds of mashed potato hollowed out to form nests.

"Eggs, Opera Style," are poached in a flat dish with asparagus on one side, broiled chicken liver on the other and Hollandaise sauce above.

"Poached Eggs a la Lydia" are served on chicken-and-potato hash with a border of asparagus puree.

Put thin slices of cheese on a slice of buttered bread, break an egg over them and cook until the egg is set.

Slice onions and cook them with eggs in a cream sauce.

"Eggs a l'Aurore" are made by sifting hard-cooked yolks over cream toast and surrounding them by lengthwise quarters of egg white.

Mix eggs with milk, salt, pepper and a little onion juice and bake in timbale cups.

Sliced eggs with mushrooms and green peppers in a cream sauce or chicken broth are known as "Eggs a la King."

Cubes of egg in a thick cream sauce, highly flavored, breaded and fried are known as egg croquettes.

Sliced cold, hard-boiled eggs make an acceptable hot-weather dish when served with lettuce and mayonnaise dressing.

Left-over egg yolks may be poached in water and served in soup.

Poach eggs, lay on toast and spread with anchovy paste.

The French have a way of making omelets more appetizing by the addition of cubes of fried bread.

Cubes of chicken in sauce may be folded in an omelet and turned around it.

A rice omelet is made by using a cup of hot rice for every two eggs.

Eggs are particularly delicious when scrambled with chopped, cooked ham.

Use creamed oysters as filling and garnish for a puffy omelet.

An acceptable dessert is made by the addition to a puffy omelet of pineapple sauce thickened with flour.

Beauty Questions Answered

CAN you tell me how to get rid of the large crop of freckles I acquired last Summer?—JANE G.

If the freckles are of the easily removable variety you will find this remedy quite effective:

Sulphocarbolate of soda	50 grains
Glycerine	2 ounces
Rosewater	1 ounce
Alcohol	1 ounce

AM greatly annoyed because my feet perspire so much. I never omit my morning "tubbing," so it is not due to lack of cleanliness. Is there any remedy for this?—C. W. L.

Your best plan will be to keep several pairs of shoes so that you need not wear the same pair on two successive days. Wear a fresh pair of hose each day. Here is a good remedy for this excessive perspiration which should be dusted on the feet after the bath both night and morning:

Borax	10 grams
Starch	10 grams
Salicylic acid	3 grams
Powdered alum	5 grams
Talcum powder	50 grams
Napthol	5 grams

WHAT is it that makes one's ankles grow thick and ugly? I used to have especially neat insteps and now I hate to have any one look at them.—LENA C.

It is lack of daily use and absence of proper care that allows the feet and ankles to grow so thick and shapeless. When you were younger you probably walked, ran and danced more. In short, you indulged in all the wholesome games that encouraged light and graceful steps. This is the best way to increase the real beauty of the foot, and at the same time round out and develop the muscles of the calf. If you no longer feel like dancing you should at least walk several miles every day. Keep your circulation from growing stagnant and your feet will soon regain some, at least, of their lost symmetry and beauty.

DO you think wearing a rubber chin band really helps to reduce a double chin?—E. D. L.

The wearing of rubber next to the skin causes perspiration. Therefore, the rubber band will not only hold the flesh of the pendulous chin in place, but by causing free perspiration it will gradually reduce its size. Worn at night and frequently during the day it is one of the best cures for a double chin that I know of.

PLEASE tell me of something with which I can whiten and plumpen my hands at the same time.—MRS. D. B.

To rejuvenate the hands you will find it helpful to give them a nightly feeding of olive oil or a good cold cream. Here is a cream that both whitens and plumpens the hands in a remarkably short time:

Alcohol	3 ounces
Glycerine	2 ounces
Cologne	2 drams
Boric acid	4 grains
Quince seed	1½ drams
Carbolic acid	10 grains
Refined starch	2 ounces
Oil of lavender	20 drops
Distilled water	2 pints

MY hands are extremely awkward and ungraceful looking. How can they be made more presentable?—M. ST. G.

A graceful use of the hands and ease of gesture are the result of natural movements only. These movements have become involuntary and are the direct result of the emotion of the moment—not of forethought, or of planning how they will look. The best way to attain this graceful dexterity is to become unconscious of your appearance, also by the daily practice of physical-culture exercises. Always remember that any gesture to be graceful and effective must be absolutely spontaneous and natural.

AUTOMOBILES

SHANGHAI, SUNDAY, JUNE 29, 1919

The American Rural Motor Express

The following bulletin which is eloquent testimony to the tremendous value of the motor truck as a carrying vehicle was issued by the United States Highways Transport Committee, Council of National Defense, shortly before the armistice was signed.

The transportation burden on the railroads and highways of the country has been tremendously increased by the war. There is a larger load to be carried, of manufactured goods, raw materials, and foodstuffs. Not only has production of manufactures, raw materials, and farm products increased, but it is now necessary to transport a much larger proportion of these goods over long distances.

It is absolutely necessary to utilise our facilities to the maximum and to extend the use of the highways by the more efficient use of motor vehicles which can operate independent of fixed lines or terminals where congestion of traffic is likely to occur. The motor truck can help the railroad by reducing the short-haul load, and also act as a feeder line in sections far removed from market.

Added to the increased loads of goods to be transported is the fact that man power must be conserved. Heretofore the farmer has done his own hauling to market, but adoption of the rural motor express will enable him to delegate his hauling and to devote his own time to farm operations. An enormous waste of time and labor of both men and teams can be prevented by consolidating the small loads from a number of farms into a single load to be carried by a motor truck.

In many localities local food supplies are in need of development. A better use must be made of agricultural lands in the immediate vicinity of population centers. It improves the business of the local community and adds to the total food supply of the country. The improvement of marketing facilities through the opening of regular daily traffic to market centers and shipping points is a most effective agency in encouraging food production.

We have, therefore, three outstanding facts that demand especial attention be given to the increased use of the highways for rural transportation:

1. The increased volume of foodstuffs to be hauled.
2. The need for more labor on farms.
3. The need to encourage local food production.

The Purpose Of Rural Motor Express

The motor truck has demonstrated its adaptability to the hauling of farm products. It is dependable wherever the roads are capable of carrying its load. The use of the motor truck for farm transport is growing rapidly and in the vicinity of many cities regular routes are now maintained. The purpose of the organisation of rural express on a national scale is to bring to agricultural communities throughout the country an understanding of the greater benefits to be derived from regular daily service over the main highways from farm to city and from city to farm.

By "Rural Motor Express" is meant the use of the motor truck in regular daily service, over a fixed route, with a definite schedule of stops and charges, gathering farm produce, milk, live stock, eggs, etc., and delivering them to the city dealer and on the return trip carrying merchandise, machinery, supplies, etc., for farmers and others along the route. This service amounts to a collection and delivery that comes to the farmer's door with the same regularity that the trolley car passes over its tracks.

The Plan Of Organisation

The Council of National Defense adopted the following resolution on March 14, 1918:

The Council of National Defense approves the widest possible use of the motor truck as a transportation agency, and requests the State Council of Defense and other State authorities to take all necessary steps to facilitate such means of transportation, removing any regulations that tend to restrict and discourage such use.

The highways transport committee of the Council of National Defense is charged to carry out the purpose of this resolution. The several State councils of defense have been asked to appoint highways transport committees, or to delegate the organisation of rural express to some committee which will have charge of the development of the work within the State. These State committees will in turn further the work through local organisations.

Indorsements Of Rural Express

The Council of National Defense approved the widest possible use of the motor truck in its resolution of March 14, 1918.

The Post Office Department has demonstrated the value of motor-truck transportation through experimental lines of parcel-post trucks now in operation in several of the Eastern States.

The United States Food Administration has approved the plan in the following statement by the Food Administrator:

The development of the rural motor express idea, in my opinion, is in the line of progress and should redound to the benefit of the producer, the consumer, and the railroads. This means of transportation should facilitate delivery, conserve labor, conserve foodstuffs, and should effect delivery of food in better condition.

The United States Department of Agriculture through its bureau of markets has inaugurated an investigation of the efficiency of motor-truck transportation in the marketing of farm produce.

The United States Department of Labor through its employment service urges the adoption of motor-truck transportation facilities in order to conserve the time of men in farming neighborhoods during the period of planting, cultivation, and harvest, so as to relieve the farm labor shortage.

The preliminary surveys by the highways transport committee in sections of Maryland and Virginia have shown that farmers and merchants enthusiastically indorse the plan and wherever rural motor express lines have been properly developed they have received the support of the communities which they serve.

Development Of Rural Express

The rural express is in successful operation in the vicinity of many of the larger cities. The development of this system of transportation has been particularly rapid in Maryland and a survey of existing routes in this State has been made by the highways transport committee and shows the general possibilities of the idea.

A detailed survey was made of 22 routes, leading from agricultural sections into Baltimore, Md., and Washington, D. C. On these routes 30 trucks were found in operation; the total capacity of these trucks was 73 tons; the mileage traversed daily was 1,574 miles; the average length of the routes was about 50 miles for the round trip. Most of these routes were operated by truck owners living at the outer terminal, making daily round trips into the marketing center. Many of these routes were operated by farmers who first learned the advantages of motor truck transportation by using trucks for their individual needs.

These lines were developed on a sane, practical basis without any special promotion or encouragement from any state or national organisation. The trucks start at a small town, gather the produce of farmers and merchants along the road to the city, deliver it at the market, secure a return load from city merchants, including orders by farmers, and return to the country terminal, delivering the orders along the route. These lines have developed chiefly on the roads of the state road system where the condition of the roads facilitate the use of trucks. Many farmers living short distances away from the rural express route bring their milk and produce to a point on this route with horse-drawn buggies and wagons and these constitute feeders to the lines.

A preliminary survey for the State of California has been made, showing an extensive use of motor trucks for passenger, freight, and express hauling throughout that state. Over 136 separate lines were found; some traversing routes as long as 125 miles on daily trips. Large quantities of farm produce are handled, and charges are made according to published rates. The excellent highways of California made it possible for these lines to develop rapidly.

The detailed survey among patrons of a number of these routes discovers the fact that there are three great economic advantages in this method of transportation:

1. Food production is stimulated since the regular outlet to market encourages many farmers to expand production which they would not be justified in doing if they were obliged to transport their own produce to market.

2. Shortage of labor is greatly offset from the fact that the system leaves the farmer on the farm and his time is not consumed in trips to market.

3. There is immediate improvement in the efficiency of the farm since supplies, machinery, and repairs can be secured promptly from city distributers of fertilisers and farm machinery.

From the national standpoint these routes aid in several ways:

1. They relieve the railroads of local freight which permits carload lot of materials and foodstuffs from distant point to enter the terminals.

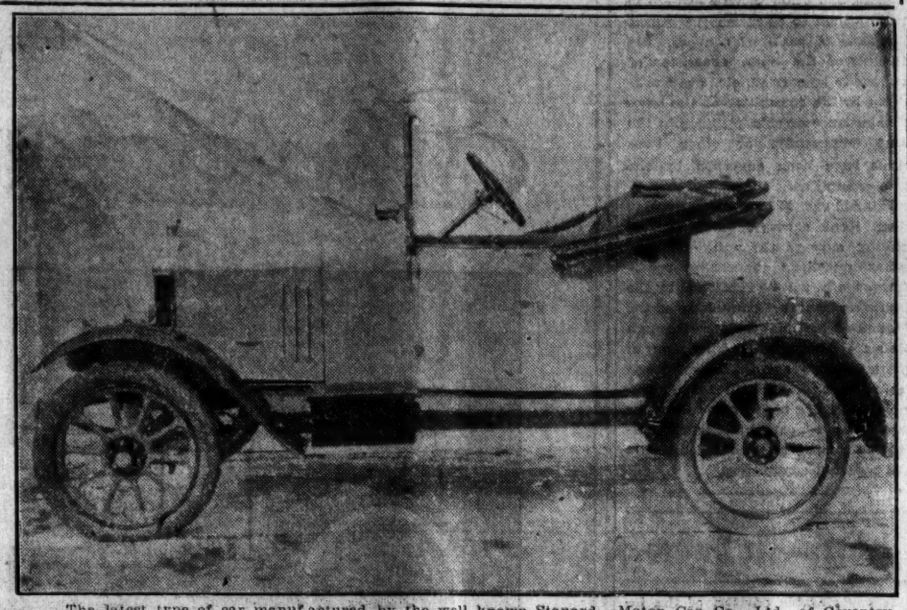
2. They help to avoid the necessity for local freight embargoes.

The need for the system of carrying goods to market without requiring men and teams is generally recognised by farmers and where production of the individual farmer has justified the purchase of a motor truck, the adoption has been very rapid during the past few years. On many farms, however, the quantity of production is not sufficient to justify the investment in a truck by the individual farmer if he must maintain his teams for farm power. The use of the rural express with its greater speed enables the farmer to operate the same or an increased acreage with fewer horses, making more land available for food production which was previously needed to grow grain and hay for teams. In many instances, the introduction of rural express has enabled farmers to engage in the production of milk which requires daily marketing.

The rural express greatly aids the

(Continued on Page 6)

A Car For The Owner-Driver



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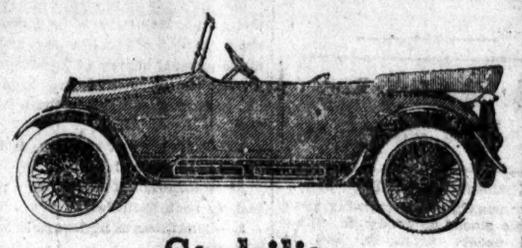

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LIBERAL CONDITIONS AND MODERATE RATES

HUDSON IN FIGHT FOR OIL FORTUNE

Fort Worth Man Races Against Elements To Put In Claim For Wells

Fort Worth, (Tex.), March 29.—Driving through one of the worst blizzards that ever struck the Texas oil fields, R. H. Kimsey of Fort Worth won a thrilling race against time with a fortune as the stake.

"Receiving word that a well was about to come in at Desdemona, in the Duke oil fields," he declared, "I took my Hudson Super-six and started for the scene, as it could only be reached by automobile. When I reached Desdemona, the well was making a strong flow of gas, which changed first to spray oil and then to a stream of oil.

"In the meantime a bad norther, accompanied by the worst snowstorm the country has ever experienced, hit the oil fields. Telegraph and telephone wires were down and trains were delayed. There was nothing to do, but to turn once again to the Hudson.

"With truck chains on the rear and Weed chains on the front wheels, we started in the very teeth of the fierce gale which was raging. The snow at times up to the hubs, covered the windshield and headlights, and it was necessary to stop every half mile to clean them off.

"But after a terrific battle we reached Stephensville and caught a train to Fort Worth, where we arrived before wire news of the new oil well reached there, which enabled us to take options on some valuable leases."

The American Rural Motor Express

(Continued from Page 5)

country merchants in carrying more complete stocks of goods; in filling special orders promptly, and in avoiding temporary shortage of staples due to delayed shipments or embargoes on the railroad. In many instances the country merchants have reported that their business has been greatly improved because of the daily delivery service from wholesale centers.

Expansion To A National System

The success of existing lines of rural express is convincing evidence that the expansion of the system is an immediate necessity, both for its value in meeting the present emergency and as a means of permanently improving rural transportation. What has already developed becomes an integral part of our national transportation system.

The present strain on our transportation facilities has emphasised our need for improved means of internal communication not only between cities, but also reaching out into every agricultural community.

The rural motor express is not, however, a development to meet an emergency only, but rather an expansion of transportation facilities to meet the growing demands, to bring the consumer in closer touch with the producer; to relieve the producer of the burden of marketing his produce and permit him to remain on the land where his labor is of highest value to the community.

Organisation of New Routes

The state highways transport committees are organising local committees in all communities where there appears to be the need for improved rural transportation. The local committee first secures cooperation of the local press and leading organisations interested in transportation and food supplies. Among the various groups interested are the following: Chambers of commerce, boards of trade, merchants' associations, local food administrators, farmers' clubs, county agricultural agents, dealers in farm implements, feed, fertilisers, grain, and other farm produce.

Meetings of the representatives of these organisations are held to explain the plan of rural express and to make general survey of local needs. Among the facts that are brought out at such meetings are the following:

1.—Experience of existing motor-truck lines in the locality.

2.—Instances of localities now lacking such facilities.

3.—Conditions of highways in such localities.

4.—Labor shortage among farmers.

5.—Transportation facilities of country merchants from wholesale centers.

After a general survey of the country or district has been made the local committee conducts an intensive survey by means of mailed questionnaires or personal visits among farms and merchants along route of prospective lines. Lists of names of farmers and merchants are secured through county agricultural agents or their local organisations.

When the desirability of establishing a new route for a certain section has been determined the committee proceeds to consult owners of trucks, farmers, and other private owners to locate a man to establish the route. Questions of scale of charges, the schedule of the trips, character of produce to be carried, etc., are worked out by the committee on the basis of experience of existing lines in the same community, or other lines which have been surveyed by the state committee.

Detailed suggestions on conducting these local surveys, methods of making surveys through questionnaires, questions concerning roads, charges, etc., will be furnished by the highways transport committee of the Council of National Defense through the state committees. The plan of organisation is to adapt the service as perfectly as possible to local requirements, utilising at the same time the experience of communities throughout the country as gathered by state and national committees.

Industrial War Workers

A conisderable portion of the industrial forces of the Allied nations was put on a military basis during the war. The numbers of purely war workers are as follows: United States 7,000,000; Great Britain 4,000,000; France 2,000,000; Italy 900,000.

The apparently small number of war workers in Italy is explained by the fact that Italy is not only the smallest of the four great nations, but she is the one with the greatest proportion of agricultural workers, who are not readily convertible into industrial help. Prior to the war Italy did not employ more than 15,000 men on work connected with military preparations. During the war this figure was raised to nearly one million if consideration is taken of the Italian working squads sent into France and Macedonia.

One of the most important tasks of the war industries of Italy has been the construction of motor vehicles for the Allied armies. In the manufacture of Fiat motor vehicles alone there were in the city of Turin no fewer than 70,000 men under direct military control. Although Italy was not the biggest industrial force in the war, the proportion of her increase was greater than that of her Allies.

Pike's Peak Conquered!

In winning the fight up the steep, dangerous slopes of Pike's Peak, railroad engineers resorted to the geared-to-the-road method—a gear wheel meshing with a geared rail.

The contact of a smooth wheel against a smooth rail failed in the crucial test. The same is true in motor cars.

Miller engineers solved the skidding and traction problem of the motor car in the only logical way—by creating—

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Big, tough, sharp rubber gears bite their way down into the road bed, gearing the car to the road—making it skid proof and slip proof in any sort of going—through sand, mud or snow or up the steepest incline.

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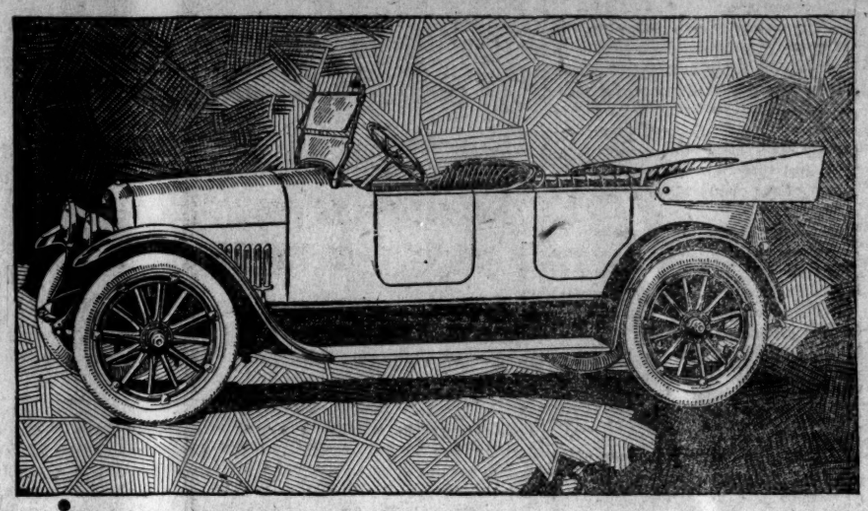

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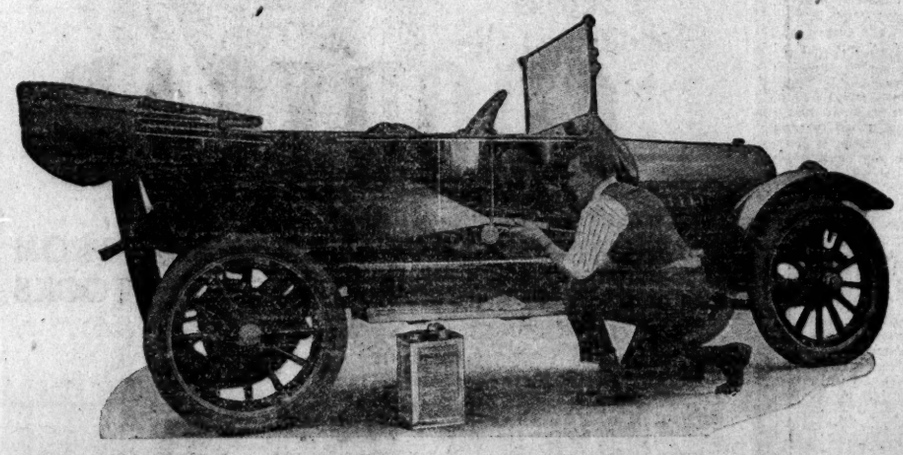
SPRAY ON — WIPE OFF—THAT'S ALL!



Mr. Motor Owner:—

Do *you know* that your new car, with its beautiful mirror-like finish, fresh from the factory, should never be washed in the ordinary way; that no soap and water should touch it above the chassis?

Do you know that soap with its alkali will inevitably dull the lustre of a highly polished surface, and that water in itself is injurious to varnish?

WONDER-MIST is a varnish food, it will prolong the life of the finish of your car and you'll be proud of its appearance always. It will *clean* your car, no matter what its condition, *without* soap and water,—that's the *wonder* of it,—and it polishes, too, in one operation. Start right, use nothing but Wonder-Mist. You've got a new car, keep it so.

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Valves And Valve Troubles

By H. A. Tarantous
(*In Motor*)

Valves are controls for the intake and exhaust passages, allowing fresh mixture to enter the combustion chamber at a given instant, allowing the mixture to be retained and compressed and then permitting exhaust gas to escape. Practically all cars on the market today use what are known as mushroom valves which consist of a circular head (which somewhat resembles the top of a mushroom), to which is attached a stem. The valve stem is housed in a valve stem guide and the bottom of the stem is pushed at the proper time, by the valve tappet which opens the valve against spring pressure. The spring around the valve closes it, or returns it to its seat, thus closing the opening which it controls, hence stopping the flow of gas. Valves move up and down many thousands of times in a day's running, so quite naturally they are subject to a great deal more punishment than some slower moving parts.

In order that valves perform their work properly, they must maintain their exact shape and effectively seal the opening which they control. The valve head is cut around its periphery to an angle of forty-five degrees and this portion is known as the valve face. This face rises and falls on a valve seat and the joint made between face and seat when the valve is "seated" or closed, must be gas tight. Because the joint must be so effective valves are ground to the seat.

The real importance of making valves so that they retain their exact shape regardless of heat and working conditions was long ago realised and all sorts of metals introduced which would withstand the pounding and heating to which valves are subject. During the war, it is stated, a special valve metal was introduced for airplane engines so as to combat the evil effects of extreme heat and constant pounding and friction.

Ordinary valves usually have a head made of nickel steel and a stem of carbon steel, more expensive valves, have a tungsten steel head. In most cases the head is joined to the stem by welding. The head of the valve is really part of the combustion chamber, so it must be able to withstand the heat generated there; especially so the exhaust valves because flaming hot gases pass the valve head. The intake valve fares a little better, because each time fresh gas is drawn through the valve opening, the head is cooled. The importance of cooling the head of the valve is given major importance in the design of the engine's cooling system. Water space around the valves is essential to good and long operation.

Not so very long ago there was introduced a form of valve with a hollow stem containing mercury, so that during the operation of the valve the mercury would vaporise and thus act to conduct the heat away from the head. Without some means of cooling the ordinary valve, the head soon distorts, hence it does not fit its seat and seal the passage. Whether it be the intake or the exhaust valve that has a warped head, there will be a decided loss of compression.

This loss of compression also may result from a valve face that is pitted with carbon. Since the valve head is in the combustion chamber it is easy to see how carbon can easily deposit on the valve face. The valve dropping to its seat imbeds small pieces of carbon into the metal of the face. These small particles prevent accurate seating of the valve. Even one small piece is likely to cause trouble, because it alone will cause a small path which allows of mixture leakage. Metals such as tungsten and the special ones mentioned before are such as to be proof against these small carbon particles. They run for very long periods—3,000 miles and more, without being affected. However, it is just as bad to have the valve seat carbonised or pitted as it is to have the valve head out of shape or pitted. Both must be true to make a perfect joint. Hence in some cases, even where good valves are used the seats may become affected.

While it is important that the valve head to properly cooled, and maintain its exact shape, the valve stem also plays an important part in valve operation. The stem moving up and down in a guide rarely gets proper lubrication. Some owners never bother with them at all, depending on the little oil that leaks down through the valve opening. In some engines the entire valve mechanism is exposed to an oil spray. Worn valve stems, bent stems, or tight stems cause all sorts of trouble to the owner. A worn stem is likely to cause a tapping noise every time the valve is lifted, it also permits of oil in quantity leaking down through the guide, and it may allow air leakage to dilute the mixture. Look at your own engine and notice if there is oil all over the valve mechanism, the tappets and top of the crankcase on that side. If you look closely you may discover that it leaks down through the valve stem guides. Wear at this point is not always of the valve stem; the guide may wear but the result is the same. If the valve stem is badly worn there is nothing left to be done than to install a new valve, or if there are removable guide bushings, a new bushing of such size as to fit the valve stem. Where the valve stem operates in an integral cast iron guide you have no such choice.

Exhaust valves, more so than intakes, are subject to valve stem carbonisation. Naturally a deposit of carbon on the stem not only cuts the stem and guide but also prevents free operation of the valve. Some owners squirt a little kerosene over the valve stems, at intervals, in the hope of cutting the carbon. The best plan though is to remove the valve and get rid of the carbon by repolishing the stem with a piece of emery cloth. The stem should fit its guide so that the weight of the valve will cause it to fall to its seat and at the same time there must be no perceptible play. There must be some clearance, otherwise when the valve stem gets hot it will stick in its guide.

Sticking, whether it is caused by a tight fit, or a bent stem will cause misfiring and possibly backfiring. A slightly bent stem sometimes may not cause sticking if the spring pressure is great enough to overcome the tendency of the valve to hold back. A weak valve spring and slightly carbonised or tight stem is likely to cause sticking.

Compression losses, which in turn cause a falling off in power and bring about complaints from the owner about car performance, usually are caused by improperly seating valves which, as mentioned is remedied by re-grinding. There is no particular skill required to do this work. The only tools needed are a valve spring compressor and a screwdriver, brace, or special valve-grinding tool. Accessories needed are valve grinding compound, a can of kerosene and some clean cloths.

If the engine has a detachable cylinder head, as most of them hav these days, the head is removed. If the head is integral, the valve plugs are removed. The next step is to compress the valve spring in order that the spring support may be removed, after which the spring is free and the valve may be taken out. Each valve should be marked with chalk or in any other convenient way to indicate its position; thus (E1) would indicate exhaust valve of No. 1 cylinder. In many instances the valve heads are stamped indicating their position.

Before attempting to grind in a valve examine it carefully for bent stem, warped head, worn stem, etc. Place the valve in its guide and test it for side play. There should be none perceptible. Line up the stem on a level plate or with a rule, and likewise line up the head with a level surface. This may easily be done by measuring from head to plate at various points. A badly warped head is noticeable to the eye. The examination is to determine whether or not the valve is fit for further use. Assuming that it is, repolish the stem with a piece of emery cloth. Do not use the emery longer than necessary to get a polish.

Clean the valve and its seat as best you can with a clean cloth, choke the cylinder opening (if the valves are in the cylinder block) with cloth. Badly fitted valves should be treated with coarse grinding compound first and then fine compound. With a knife blade spread a little compound over the face of the valve and place the valve in its proper guide. See that the tappet is down all the way, so that the valve seats. With a screwdriver or special grinding tool oscillate the valve on its seat, occasionally lifting it up and giving it a half turn. This should be done for about three minutes, or if the valves are badly carbonised it will take a much longer time. Remove the valve, immerse it in kerosene and wipe with a clean cloth. Both valve face and seat after cleaning with cloth should have an even gray color. If still pitted, grind again, using the finer compound. After a valve face and seat are clean do not grind further.

In some garages and repair shops a great deal of time is saved by avoiding the tedious grinding operation and using refacing and reseating tools. These are cutting tools for removing a small amount of metal from both seat and face. However, even after these tools are used, it is advisable to grind the valve for a short time, otherwise a good joint is not had.

NORMAL PRODUCTION REACHED BY NEXT MONTH

Head Of American National Chamber Sees Trade Back On Peace Footing In July

The motor car industry should be almost in normal production by July. This was the statement recently made by Alfred Reeves, general manager of the American National Automobile Chamber of Commerce, after a tour of investigation among the Western factories.

"Although far from being on a normal basis, the automobile industry has led all others in getting back to normal," said Mr. Reeves. "Last year there was a shortage of cars because the industry took on more than one billion dollars' worth of war contracts. This has brought the big demand of this year. Last year only 926,388 passenger cars were made, whereas the normal demand including replacements needed, was approximately 2,000,000.

"Dealers in all parts of the country are demanding cars for their trade, which, they say, is excellent for all types. Particularly in the farming districts are cars needed because of the hard service to which they are put and the failure to obtain cars last year. I visited twenty-seven plants and found everywhere a strong demand for passenger cars and an increasing demand for tracks. Trade in trucks was very poor in January and February, but with general business reviving, new motor truck lines are being established."

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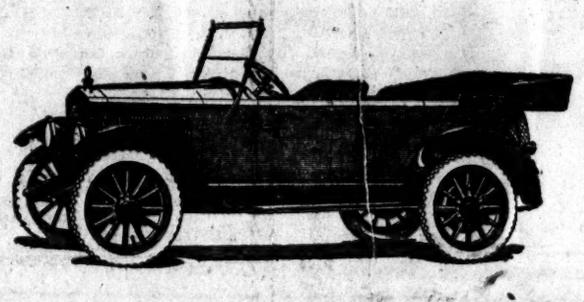

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THE RIDING QUALITY of an automobile resides in the springs. Weight and wheelbase have little to do with it. Road inequalities are the same, no matter what may be the size or length of the car. The springs of the Essex are as long and as flexible and as carefully designed as are those used under large and heavy cars and they give as good results.

THE SEATS are used more than any other part of a car. The position of the driver, who is usually the owner as well, is largely fixed by the necessity of commanding the pedals, levers or steering gear. It is, then, of the most importance that the seats, particularly the driver's seat, be ample and well proportioned. With these ideas in mind the body was designed from the standpoint of comfort. Every control is conveniently placed.

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THE STURDINESS with which the chassis is constructed makes depreciation small. The Essex is a low-priced car to operate. It has the dignity that comes from power and poise. It will continue to operate smoothly and quietly with an acceleration and flexibility that will inspire the pride of ownership. It is in keeping with one's ideas of economy, and good taste.

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combines at minimum cost the exclusive features of comfort, safety, luxury, performance and beauty that are the attributes of high-priced cars, with the advantages of low first cost, tire economy, light operative cost and minimum depreciation.

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REPUBLIC THE LARGEST AMONG TRUCK BUILDERS

Executive Tells Of Company's Marvelous Growth In Past Ten Years

By H. F. Harris
General Sales Manager
Republic Motor Truck Company, Inc.

Developments in the motor truck industry have came thick and fast during the last two years, and more especially during the time this country was carrying on the grim business of war. But this development is not altogether surprising to those who have nursed the growing industry, confident that the motor truck would ultimately win the confidence of the business men of America.

The optimism of the truck manufacturers who have held on and handled their business carefully has not been misplaced. True, the war and the great use to which the truck was placed in connection with the war brought results, and the freight congestion at the great terminals and the necessity of providing transportation for merchandise to assist the railroads did much also to emphasise the value of the truck.

Truck Has 'Arrived'

The economic statue of the motor truck as a means of transportation is now permanently established. The motor truck has now "arrived"—it has received its baptism of fire and covered itself with everlasting glory. Now the demand for reliable trucks of all capacities exceeds every expectation, and the only question the industry has to meet is that of delivery in quantities desired.

It will probably be months before the production of motor trucks can be speeded up to take care of the big demand, both foreign and domestic, that now faces us. Some manufacturers, however, who, like ourselves, have been working on huge Government contracts for standard war trucks, will be able to convert their facilities to a peace time basis very readily. Quantity shipments of Republic trucks are now being made to dealers, with every prospect that our production of all models will be greatly increased from day to day. There is every indication that 1919 will be by far the biggest year in the history of the Republic institution.

And speaking of big production it is interesting to note that the Republic Motor Truck Company, Inc., is the largest builder of motor trucks in the world. Starting five years ago from nothing Republic last year built and sold over twice as many trucks as were made by the second largest maker. Of course a success like this doesn't merely happen. It is the logical outcome of two things—a dependable truck and a dependable service organisation behind that truck.

30,000 Republics At Work

There are today more than 30,000 Republic trucks doing satisfactory duty in the United States and twenty-seven foreign countries. Yet little more than five years ago the first "yellow chassis" Republic truck was put on the road. The Republic factory at that time was just a small crossroads workshop and the first year's production totaled but fifty-four trucks. Now, on the site of that little shop, thanks to the genius of Mr. Ruggles, the president of this institution, and to the sterling high quality of the trucks he produced, there stands the largest motor truck factory in the world.

And these great Republic factories, spread out over twenty-five acres, are of the most modern type of steel and re-enforced concrete construction. Republic now has its own motor plant, its own armored radiator plant, controls the internal gear drive which has been such a factor in Republic pre-eminence, and produces many of the wide range of bodies with which Republic trucks meet every need of hauling.

Moreover, Republic trucks have built one of the most rapidly developing cities of Michigan. With the expansion of Republic from the little shop of half a decade ago came an unprecedented growth and prosperity to its home town, Alma, Mich. As the organising genius of President Ruggles summoned the finest ability to the increasing work Alma grew to cityhood with the enterprise.

Builds Nothing But Trucks

Concentration is perhaps the best word to use in describing the cause of Republic's marvelous growth. Republic builds nothing but trucks. We have never produced a passenger car and are perfectly willing to leave that phase of the automotive industry to others.

States Get Trucks From Army Surplus

U. S. Government To Apportion 20,000 Vehicles Throughout Country For Road Work

New York, May 18.—More than G.$45,000,000 worth of motor trucks will be distributed by the Secretary of Agriculture through the Bureau of Public Roads to the State Highway Departments. The trucks have been declared surplus by the War Department and are being distributed to the States under the provisions of the Post Office Appropriation Bill. They must be used by the States on roads constructed in whole or in part by Federal aid. All that the States must do to acquire the use of these trucks, which range in capacity from two to five tons, is to pay the loading and freight charges.

Of the 20,000 motor vehicles to be acquired practically free by the States, 11,000 are new and 9,000 have been used, but all are said to be in serviceable condition. They will be apportioned only upon request of the State Highway Department on the basis of requests received from the respective States, and in accordance with the apportionment provided in the Federal aid law approved in 1916. The Bureau of Public Roads cannot distribute any trucks to counties or individuals.

FORD OUTPUT 3'000 A DAY

The Ford Motor Company, according to advices from Detroit, is now turning out 3,000 cars a day, and yet, April 24, it had unfilled orders for 69,994 cars for immediate shipment. Very similar conditions exist in many of the other large American factories, indicating an actual shortage of cars before the end of the year. The demand for cars is so great that buyers are snapping up every desirable machine, whether new or used.

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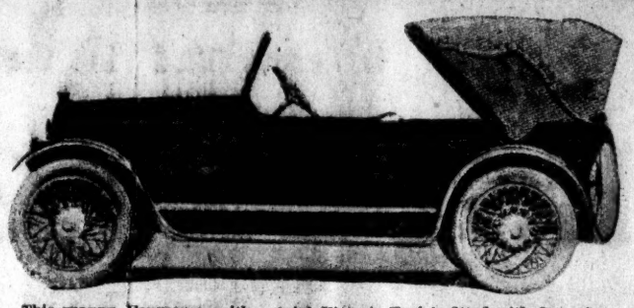

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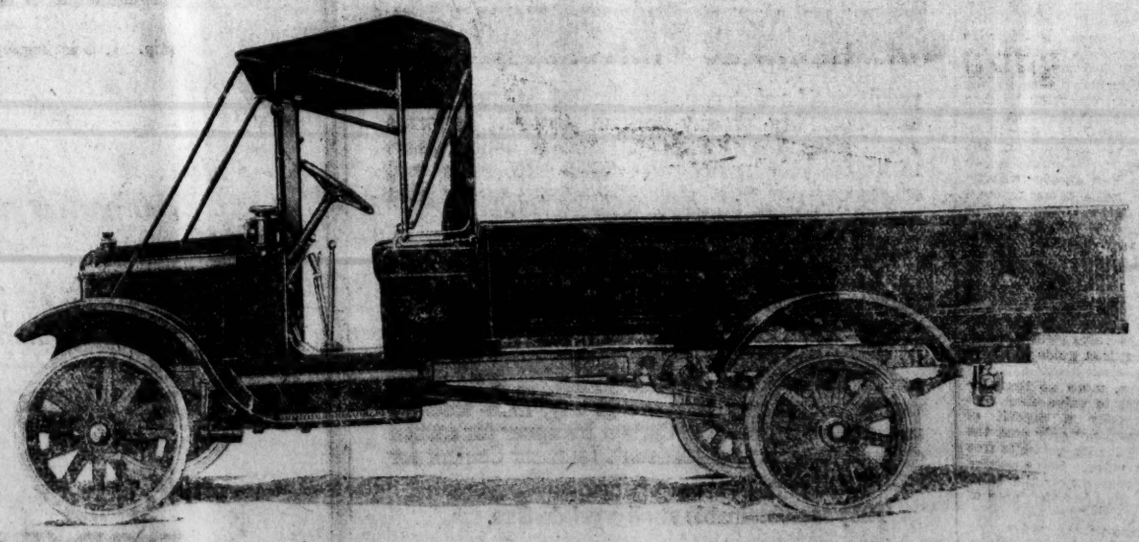

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MOTOR CORPS TRAINING GIVEN BY GOVERNMENT

U. S. Army Offers Special Courses In Automobile Repair Work At Big Shops

New York, May 18.—The need of a body of men expert in gas engine and automobile repair work, brought so sharply to the attention of the officers of the Motor Transport Corps by the experiences of the war, has resulted in the establishment of schools at the four big Motor Transport Corps shops where men qualified for enlistment will receive an intensive course of training equal to any offered by the best trade schools. Men with some occupational experience are particularly desired, but those without previous training but with sufficient educational qualifications and ambition to work and study will be accepted.

The courses have been outlined by practical experts and are designed to produce for the army a highly trained body of men who, upon returning to civil life, will be fitted to do the work of a machinist, an automobile repair man, or an ignition expert. Lectures will be given by experts in their lines and, the practical work in the corps shops will be under competent instructors.

At Camp Jesup, Atlanta, a special arrangement has been made with Georgia School of Technology by which the courses will be supplemented by theoretical courses at the technical school. In accordance with this plan, $10,000 worth of equipment will be moved from the camp to the school laboratory for use in the courses and a night school will be opened.

The plan was worked out recently at a conference between General Drake, Colonel Furlow, Lieut.-Col. Halford, and Dr. Matheson, President of the Georgia School of Technology. This step is regarded by the Motor Transport Corps officials as one of far-reaching importance.

Under the plan a man may acquire an education in a skilled trade with all necessary training equipment free, and draw pay at the rate of $30 to $81 a month, according to his grade. Only those whose records will bear close investigation will be admitted as enlisted students.

Bases Aerial Success On Proper Control

Brig. Gen. L. E. O. Charlton, British Air Attache to the United States, in an address given before the recent Southeastern Aeronautical Congress at Macon, Ga., called for generous co-operation between the two countries in matters of aviation, and urged governmental encouragement of aeronautics as insurance against weakness in future wars.

"In England some of the problems now about to be worked out in this country have been before the public mind for some time," said General Charlton. "Credit cannot be denied to the enemy for this, in some sense, as their frequent visits to our shores by night and day during the war by means of craft heavier than air and lighter than air, advertised in the wides sense the uses and possibilities of aviation to many people. Further credit is due to the Parliamentary Air Committee, which, though an unofficial body, yet for some time in the House of Commons has represented to the public a sane and wide embracing policy. Finally the exhaustive report of the Civil Aerial Transport Committee has assisted by researches it undertook and the text book nature of its results to simplify for the Air Ministry its task of peace.

"I am one of those who submit that the civil and commercial future of aviation is inseparably bound up with a wise governmental control, and that by no other means can the public be protected in the important sense of air-worthiness of flying craft, combined with competency of pilotage.

"Perhaps the greatest argument for a realised future for civil and commercial aviation under governmental auspices is to be found in the fact that in no other way can proper men and material be provided for in the expansion of the army and navy air service against a future war. In England projects are now afoot to airmark certain of the wartime aerodromes and landing grounds for municipal purposes with a desire that pilots, mechanics and equipment may be found available at such localities."

AMERICAN-MADE MAGNETOS

The developments of aircraft since the outbreak of the war, coupled with the cutting off of foreign sources of supply, have given an immense stimulus to the manufacture of magnetos in America. It has developed into a highly specialised American industry which has involved the solution of a number of difficult problems.

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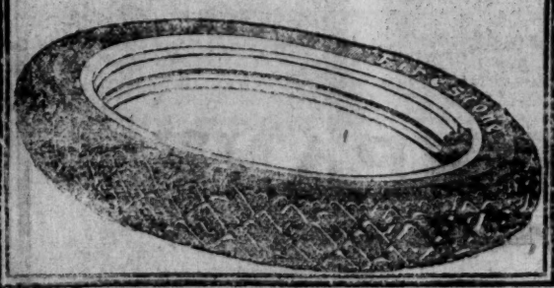

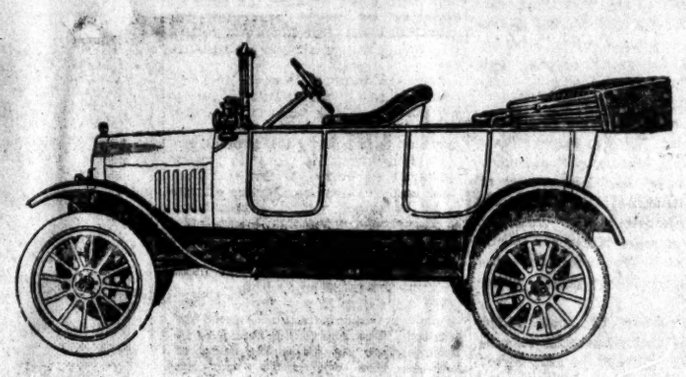

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World's Transportation Depends On The Motor Car

Is Aid To Civilisation And Greatest Factor For Good Roads, Says Chevrolet Manager

By W. C. Sills

(General Manager of Sales, Chevrolet Motor Company)

The automobile as method of quick, clean transportation, has established itself the world over. It is true it was not considered such in the early days when its mechanical dependability had not been proved. But when dependability came its position was made secure. Today the motor car is an important factor in all spheres of life. It is a utility, a vital one, and is so recognised by those who have been introduced to its use and who appreciate to the fullest extent its manifold advantages and how helpless they would be if it were necessary to do without this modern convenience.

To treat the modern automobile lightly as a plaything is a mistake. True, it is ready for recreation purposes, but that is simply one method for which it may be employed. Those who know most about accomplishment of the motor car and the great changes the use of the automobile has made in this country, hold it in deepest admiration and respect.

We all seem to agree that transportation is close to civilisation. To achieve one you must have the other. They go hand in hand. And it is not too much to say that the advent of the motor car and its use during the last twelve years particularly, has had a marked influence on the people of this country.

Use Has Broadened Views

The use of the automobile has broadened us. We are beter able to appreciate the country. We have a better idea of our United States. Through this agency, the East understands a little belter the West, the South knows more about the North, and vice versa. The automobile has actually brought our people closer together.

Take the matter of good roads. What single thing has been responsible for our activity in this direction. The automobile, of course. And we all know it. The country was woefully behind in the matter. The roads generally were a disgrace. But marvelous achievements have taken place. Thousands of miles of splendid, durable highways have been built; more are under construction, and it is only a question of time before we shall have a fine network of roads throughout the whole country.

Is the automobile a necessity? It is. It is proving itself so. It is owned by those who appreciate the motor car as such. It is estimated that more than a third of the automobiles in use in this country are owned by farmers or those who live in the country, and who find it necessary to make frequent trips to nearby communities to buy supplies or for other purposes. The automobile is the connecting link between town and country.

It is true the man in the country was able to get along, in some way, before the automobile came, but it is likewise true that his progress and advancement are dated from the time he was able to use a motor car. Farm life changed from that time.

An Economic Factor

Is the automobile an economic factor? It is. Its use in the business world has been recognised for some time and is a recognised factor in present day activity. To the sales man, the business man, the merchant, the real estate man, to those who must be about, it has lengthened days. They are able to do more, to see more people and to cover more territory. And the man with a car does not get tired as easily as he would otherwise. He saves his energy for his work, rather than using it in getting to his destination.

Does the automobile save life? It does. The use of motor cars by nearly 100 percent of the physicians in this country is ample proof of the esteem in which it is held by this profession.

In every walk of life, in every endeavor, in every instance where time is a consideration, where energy is to be saved, where independence is desired, the automobile looms large as the vehicle to be used. Ask the automobile owner and see what he says. Stop the next one you meet and put the question to him.

We are living in a remarkable age. In an age when so much is taken for granted. The marvelous seems to be commonplace for us in the midst of marvels. The automobile was introduced in such a period. It may be that we are too close to its newness to appreciate its wonder. For it is a wonder. A truly great one. But, like many other things given to us in the last twenty-five years, we have accepted it without giving the necessary credit to its wonderful capabilities. But it is a certainty that future history will give to the automobile its proper place.

Credit To Pioneers

We need not worry. The automobile is safe. The automobile industry is secure. The automobile serves the people and as long as it does this efficiently, and there is a reason to believe that this efficiency if anything is going to increase, it is safe to say that there will be no need for motor cars, and that the law of supply and demand will govern their manufacture and distribution.

But let us not forget this:

That the development of the automobile from a crude, mechanical affair—erratic and feeble in performance—to the powerful, smoothly running, efficient machine of today is a glowing tribute to the courage, determination and skill of those farsighted pioneers who saw in the creation of their handiwork the birth of a utility which would some day become indispensable to industrial progress and national prosperity.

Thanks to the dauntless persistence of those early automobile manufacturers, who heeded not the jeers of the cynical and overcame at last the disheartening mechanical difficulties which confronted them automobile manufacturing achieved a beginning from which it has developed into the third largest industry in the United States and filled a universal need.

SICHTSEEING BY AIRCRAFT

Salt Lake City Has Aerial Line To Carry Tourists

Announcement was made recently of the formation of an aerial transportation line, backed by Utah capitalists, to take tourists by airplane to the points of scenic beauty from Salt Lake City. The service was to be inaugurated on Decoration Day, according to G. C. Beck, formerly a lieutenant in the aviation service, who is the active head of the project.

Five planes of a special design have been purchased, he said, for the line and are now on the way to Salt Lake City. Among the pilots engaged are two who attained the rank of aces during the war. Construction of hangars and a landing field has been started.

"The project is being backed by J. C. Kinney, an oil promoter, and L. J. Gilmer, President of the Utah Motor Company," added Mr. Beck.

"We expect to enable tourists to see scenic spots hitherto inaccessible either because of the location or the time required to reach the places. For example, there is the Little Zion canyon, a place of wonderful beauty little known to Easterners, which is difficult to reach. We plan to show the tourist in one or two days by airplane what it would take him weeks otherwise to see. The cost will be moderate."

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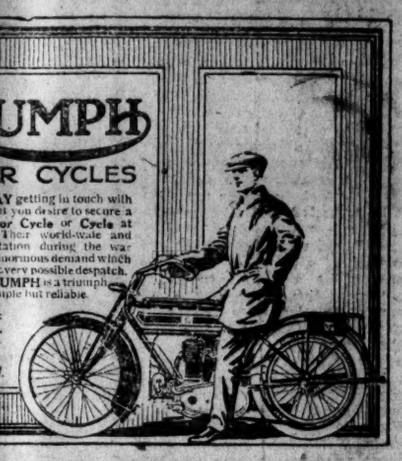
MOTOR CYCLES



DO NOT DELAY getting in touch with your local Agent if you desire to secure a TRIUMPH Motor Cycle or Cycle at an *early date*. Their world-wide and undisputed reputation during the war have created an enormous demand which is being met with every possible despatch. The PEACE TRIUMPH is a triumph of mechanism, simple but reliable.

Write for Lists to:
Triumph Motor Cycle Co.,
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Inspired by Mr. Rudyard Kipling's Jungle Books. with acknowledgments to that famous author.

"Listen my children" said Hathi the wild Elephant. "Ye have seen men travel on the wagon that hath no bullocks; fleeter than any of the jungle people, fleeter even than he sambur and more silent than the young buck at the Waingunga. Now look ye at this I hold in my trunk. This it is that helps the man's fire-wagon to travel far and fast. It is strong even as I, and man calls it the Sphinx."

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SPHINX

An illustrated catalogue of Sphinx Sparking Plugs suitable for all types of motor engines can be obtained on application to the offices of this Journal.

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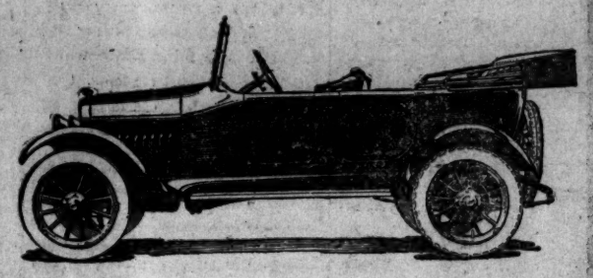

THERE is always plenty of power in the Maxwell motor—power to climb hills and pass by cars that are far more expensive—power to pull through seas of mud or through sandy desert—in fact plenty of power to run on any road conditions encountered.

And yet the Maxwell Motor Car is surprisingly saving of petrol, tires, and spares.

The satisfaction of getting a real bargain in the original purchase price grows from day to day by this proverbial saving to every Maxwell owner.

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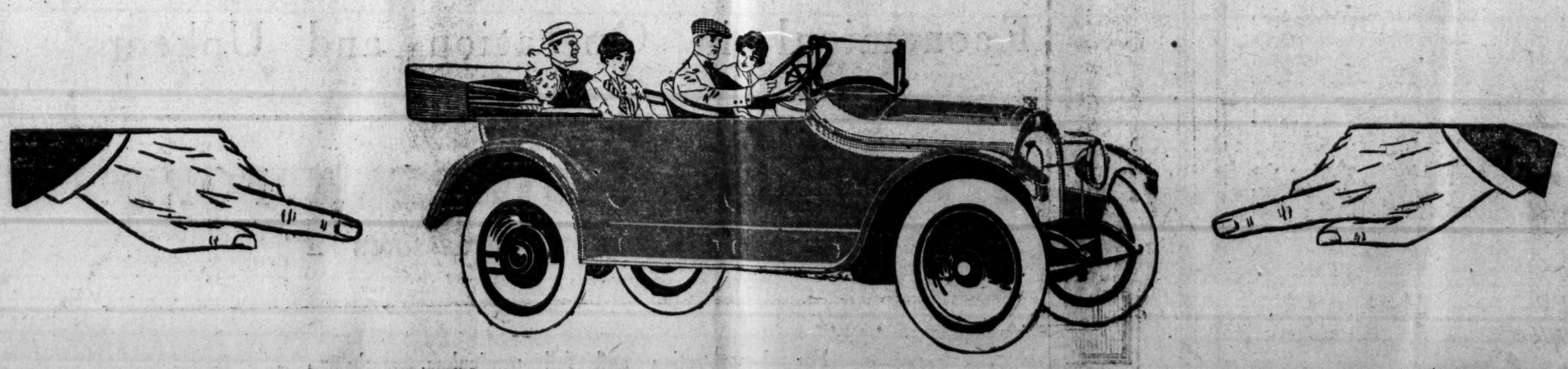
Model 90 has deep, roomy seats, plenty of leg room, plenty of room behind the steering wheel, big doors, and all the conveniences that mean added comfort for both driver and passengers.



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American Motor Vehicles In The Argentine Market

(From Guaranty Trust Bulletin)

For the American exporter of passenger and commercial automobiles Argentina is already an established market of first-rate importance. The possibilities for developing the demand for these vehicles and for tractors are enormous. There is much to be said for the widespread belief that Argentina offers the American exporter of these lines greater opportunities in the future than any other country in South America.

Even a cursory analysis of this field will indicate that four distinct subdivisions of the general market exist, as follows:

1. The market for higher-priced passenger automobiles in the limited good-road areas of the principal cities;
2. The market for good, cheap, and medium-priced passenger automobiles in the vast agricultural and other regions not yet served by good roads;
3. The market for motor trucks; and
4. The market for tractors.

There are also certain general conditions affecting the use of automotive apparatus throughout Argentina of which a knowledge is of the utmost importance, whether the exporter be interested in one or all of the lines enumerated. These include such subjects as the following:

1. Roads:—(a) Existing facilities; (b) Possible and probable extension and development; (c) The value of intelligent and persistent good-roads propaganda.
2. The present and probable future distribution of the population and the probable growth through immigration and otherwise; the purchasing power of the country as a whole, of particular areas, and of the various classes of the population.
3. The conditions in particular industries such as ranching, mining, agriculture, manufacturing, etc., which most affect purchasing power from year to year;
4. The cost and distribution of fuel;
5. The existence or non-existence of repair facilities, the numbers of trained mechanics available, and the question of accessories;
6. The influence of expert demonstration, prompt delivery, proper packing, etc.
7. Competition from foreign and domestic sources before, during, and after the war; local requirements and prejudices which may be overcome or modified;
8. The value of expert co-operation in two or more non-competitive lines.

The American exporter who would achieve the maximum of success in one or all of these markets in Argentina will profit by an intensive study of the entire subject.

Good Roads And Centers Of Distribution

In common with most of the world outside of North America and parts of Europe, good roads in Argentina are practically confined to the principal cities. Heavy, expensive cars cannot yet be operated to advantage over the immense level pampas, nor even on the unimproved black dirt roads of the country districts. Their use in quantity is therefore restricted to definite areas such as those surrounding cities like Buenos Aires, Rosario, Bahia Blanca, Mendoza, Cordoba, La Plata, Santa Fe, and Tucuman.

Buenos Aires, a city of 1,500,000, and the financial, industrial, and social center of the country, is served by several hundred miles of good roads and is so connected with La Plata, an important seaport of 136,000 inhabitants thirty miles distant. The lack of suitable roads linking up even the most important cities is accentuated by the absence of trained native mechanics and repair facilities in the intervening districts. The majority of the great land-owners of the country maintain houses in one city or another, notably Buenos Aires, where excellent garage service, trained help, and good roads simplify the problems of upkeep in the use of expensive cars.

The areas of good-road service about each of the main cities must gradually expand and they are, therefore, destined to become constantly more important consuming centers and points of distribution for outlying districts.

Expensive Passenger Automobiles

It is in the sale of expensive cars which is as yet practically limited to the cities, that the American exporter may well prepare for the keenest competition, from Europe as well as from rival American makes. Briefly, it may be said that Europe supplied Argentina with automobiles prior to 1912; that European exports, largely of the best makes and expensive types, have gone almost exclusively to the cities; that such importations were a very important factor until very recently, and that without doubt strenuous efforts will be made, particularly by Italy and France, to regain an important trade temporarily interrupted by the war.

American exporters of expensive models have encountered a marked prejudice in favor of European workmanship and finished product. This is scarcely strange in view of the fact that many of the wealthiest Argentinians have long been in the habit of wintering in European capitals. The foreign exporter, who took pains to develop the new market before the serious entry of the American car, fostered this preference.

Only patient effort and expert demonstration will serve to overcome such prejudice. The splendid opportunity afforded during the war period has been tempered somewhat by heavy overstocking with expensive foreign cars in 1911 and 1912. Many such cars remained unsold until the models were obsolete, tying up important resources of the dealers involved.

As To Accessories

The preponderance of European cars in use in the cities has naturally been reflected in the stocks of the large accessory supply houses, usually centered in Buenos Aires. American tire manufacturers have entered the field aggressively but the same cannot, unfortunately, be said for all other accessory makers here. Poor packing, long delays in shipment, and indifferent representation have occurred in numerous instances and have not helped the situation. The importance of adequate supplies and distribution of American accessories will be better appreciated when it is realised that cars may have to lie idle for many weeks or months if it becomes necessary to send to the States for spare parts, etc.

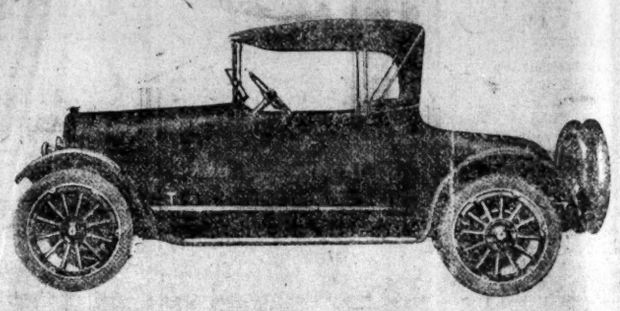
In many cases it would scarcely be profitable for the individual accessory manufacturer to maintain a branch in Buenos Aires and it is here that the value of co-operation in several non-competitive lines might have important results. Many of the largest department stores and machinery houses at present distributing such goods represent Italian, French, German, or English interests and the question of the establishment of suitable American automobile supply houses is important.

There is said to be constant demand for such American accessories as hand horns, spark plugs, speedometers (reading in kilometers instead of miles), soaps, jacks, tools of all varieties, body polishes, dry cells, batteries, vulcanisers, electric lamps,

(Continued on Page 12)

EIGHT, KING

"The Car of no Regrets."



For business men, the King three-passenger roadster (with dickey seat) cannot be beaten. Its elegant lines and comfort makes it a cherished possession. It is just the car for a physician, lawyer, business man and owner-driver. Sold complete with five wire wheels and two extra tyres. All tyres are over-size. Finished in Frech gray with black trimmings.

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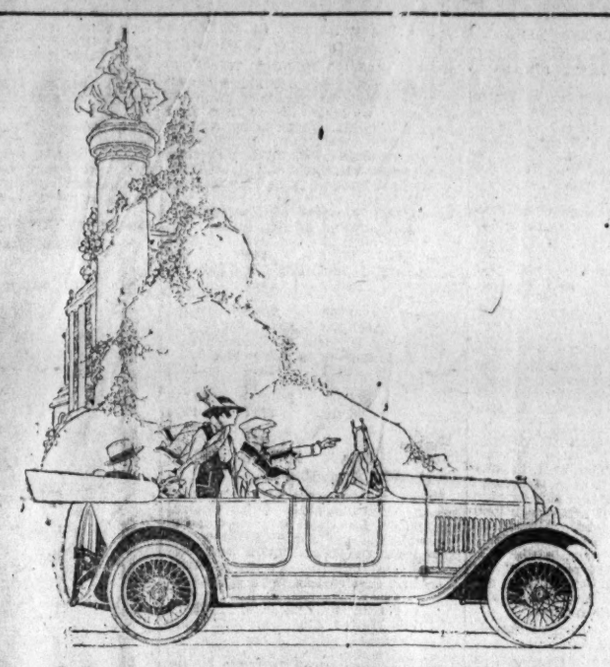

MANY people have purchased big, expensive cars because nothing could be found in a light-weight, economical car that had the individuality and charm of appearance they consider necessary in a car.

These people will find the Scripps-Booth very well answers their requirements.

Here, to an unusual extent, light-weight and sturdy construction have been combined with beauty and distinction of design.

Scripps-Booth

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The Shanghai Horse Bazaar & Motor Co., Ltd.

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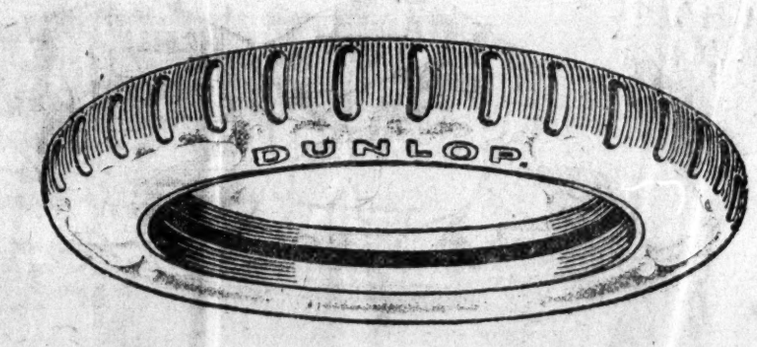

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Straight Side Covers supplied from stock.

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RUBBER COMPANY, LIMITED

Founders throughout the World of the Pneumatic Tyre Industry

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American Motor Vehicles In The Argentine Market

(Continued from Page 11)

anti-skid devices, greases, oils, tire repair kits, top covering materials, etc.

The automobile industries in Italy, France, England, and Germany have expanded amazingly during the war. These countries will undoubtedly attempt quantity production of cheap cars, motor trucks, and tractors. The reputations of their expensive passenger automobiles are, however, already established in Argentina and they will not readily accept a minor share of the trade they dominated until recent years. The preparations already noted in Italy and France for an aggressive export policy in this market are particularly interesting.

Cheap And Medium-Priced Automobiles

The greatest opportunity in Argentina, so far as the manufacturer of passenger cars is concerned, apparently belongs to the quantity producer of good, light, and inexpensive machines.

The great market for such vehicles lies away from the cities in the vast outlying districts. The field is one particularly suited to the American product, which dominates this market as it exists today and should continue to do so in the future. Almost no European cars have been sold outside of the good-road centers, while it is said that more than 80 percent of the imports from the United States are now going to wealthy farmers and others in the country regions.

Some of the most powerful interests in France and Italy (among others the great Fiat works) have expressed their determination to match the American light car and fight for the South American market. Important as this new factor may become the American manufacturer can well face the future with confidence. He has immense advantages in supplies of raw materials, in existing plants, in long experience, in quantity-production—and he has the jump on the field.

Market Outside The Cities

The field for light cars outside of the cities is a peculiar one, which will repay the closest study. Argentina covers an area greater than that of the United States east of the Mississippi. Much of the population of 8,000,000 is concentrated in less than a dozen important cities. The country is very long from north to south and embraces many climates. The far south, sparsely settled, is suited mainly for grazing; agricultural land in the far west merges into mountainous districts and usually requires irrigation. The extreme north is heavily wooded, while the balance of the country comprises endless level plains, or pampas, suited for ranching and agriculture on an immense scale.

Argentina is at present a country of great land-owners. Estates of from 50,000 to 1,000,000 acres are common. The full possibilities of the market will not be realized until these huge holdings are broken up and the number of independent holdings increased—a process which has already commenced to some extent.

Once the conservatism or prejudice of the estanciero, or large landowner, is surmounted he becomes an important buyer. The tenants or colonists on his estates are seldom, however, in a position to purchase automobiles. The disadvantage of the system is thus apparent: the number of wealthy estancieros is limited and the small farmer has not the purchasing power of the same class in our Middle West.

Little effort to sell automobiles outside of the cities was made prior to 1914 and 1915. The results achieved by aggressive American salesmanship since then have been remarkable and are indicative of the future possibilities of the market.

The Pampas Of Argentina

Roads scarcely exist. The broad, rambling tracks, resembling narrow plowed fields, over which pass the huge grain carts carrying 8 to 10 tons on two enormous wheels and drawn by 20 to 35 horses, are next to impassable under the most favorable circumstances for even the lightest car. Road machines and scrapers are little known, and it accordingly remained for the American salesman to prove to the estanciero by actual demonstration that his car could be operated to advantage over the immense distances and rough going of the open pampas.

It is obvious that cars used under these conditions will have to be constructed to stand rough handling. They must operate over country scarcely the equivalent of our worst country roads. They will often be exposed to the weather for weeks or even months at a time. They will seldom be washed or receive the attentions of even moderately skilled mechanics. In spite of these handicaps, however, and the high cost of fuel, the greater cost initially through high freights, taxes, duties, etc., the sales of these American cars are increasing rapidly throughout Argentina.

High Fuel Cost

Fuel is imported. It is widely distributed but so expensive that in many regions the fuel bill is three times the factor that it is in the United States: the high fuel cost has to some extent hindered the sale of American cars, for other things being equal the small capacity but highly efficient European motor has been favored.

The first curb gasoline pump was installed in Buenos Aires in the middle of 1916 and proved immediately popular. The use of such appliances and the general sale of fuel in bulk will undoubtedly spread rapidly. At present distribution is largely in crates of two five-gallon cans each. This method tends to maintain quality but is exceedingly expensive.

Road Improvements

The ultimate profit to the exporter of intelligent and persistent good-roads propaganda among the wealthy estancieros is obvious. At present the principal sums available for such work are derived from a 3 percent tax on the net returns of the railroads. This sum seldom exceeds $1,250,000 annually and must be expended in the construction and improvement of roads and bridges in the districts served by the railways. How totally inadequate this provision is under the circumstances will be better realized when it is stated that more than $500,000,000 is to be so spent in this country during the next five years.

Argentine Imports

The total of Argentine imports of motor cars, both passenger and commercial vehicles, for the years 1911-1916, inclusive, were as follows:

	Number		Number
1911	2,461	1914	2,185
1912	4,281	1915	1,847
1913	5,115	1916	5,929

In 1911, the majority of the imports were expensive foreign cars. Of the heavy imports in 1913, the United States furnished only twenty percent, or 1,097 vehicles, valued at $1,181,735. By 1916, our share equalled thirty percent of the diminished purchases, while in the banner year of 1916 America supplied to Argentina 4,399 passenger automobiles, valued at $2,065,439, and forty-five commercial vehicles, worth $33,063, out of total imports from all countries of 5,929 vehicles.

American Exports of Passenger Automobiles to Argentina

Year	1913	1914	1915
Number	1,062	940	626
Value	$1,181,735	$936,588	$294,129
Year	1916	1917	1918 (11 mos.)
Number	4,399	3,924	1,465
Value	$2,065,439	$2,336,011	$1,520,439

American Exports of Commercial Automobiles to Argentina

Year	1913	1914	1915
Number	35	48	3
Value	$78,000	$65,226	$2,910
Year	1916	1917	1918 (11 mos.)
Number	45	141	43
Value	$33,063	$146,255	$39,863

Tractors In Argentina

Farm tractors were first introduced into Argentina in 1913. Other Central and South American countries initial imports at about the same time. In Argentina the introduction was apparently a failure. In more fields than one first results were discouraging.

And yet in the fiscal year 1917-1918, the United States shipped more of such machines to Latin America than in the four preceding years, with a further substantial increase in the first quarter of 1918-1919.

The situation is interesting. Even in this country the utilisation of the tractor has hardly begun. The United States is the home of quantity production, yet our yearly tractor output is only a small fraction of one percent of the output of passenger cars or even of motor trucks. It is scarcely strange that the rest of the world has lagged still further behind.

Market For Tractors

Argentina ranks with Australia, South Africa, and parts of Russia, and Brazil as a great foreign tractor market of the future. The immense level stretches of rich agricultural land, the freedom from stones and the sparse farm population, all add to the possibilities of this great field. The great impetus given agricultural production by war conditions, the slackening of immigration from Southern Europe, and the return there of many thousand laborers in recent years, have led to a new interest in farm machinery and simplified the re-introduction of the American tractor.

The original failure in this market can scarcely be laid to faulty construction or material. It was simply due to shortcomings in initial demonstration, to the utter lack of suitable native operators, mechanics, or repair facilities of any kind in the rural districts, and to the fact that the mental attitude of the estanciero toward such innovations had not yet been influenced by growing familiarity with the American automobile and its possibilities under difficult conditions. The latter is an important factor; the selling problems of the American tractor exporter are modified indirectly by every satisfactory sale of American automotive apparatus in Argentina.

Large tractors hauling eight to sixteen plows are in little demand. The most popular types at present are said to be those handling four, six, or eight plows.

The entire consumption of the market at present is small, but the future holds endless possibilities. The high cost of fuel, the cheapness of horses, and their upkeep, and the influence of old failures are alike inefficient to more than retard the development of a great future market.

The number of internal combustion tractors imported into Argentina from the United States was only seven in 1917-1918, valued at $4,050. During the three months of July, August, and September, 1918, the number was thirty-three and the value $57,274.

Of the Provinces of the Republic, Buenos Aires contains the Federal District and the National Capital of the same name. This province is in the pampa region, is well watered, covered by a network of railroads, and is largely devoted to agriculture, cattle and horse raising. Corn, wheat, barley, linseed, alfalfa, fruit, and vegetables are raised in profusion. Besides Buenos Aires there are the cities of Bahia Blanca and La Plata, the latter thirty miles from Buenos Aires and the capital of the Province with a population of 136,000.

The Province of Santa Fe, north of Buenos Aires, is a well watered agricultural district, suited also for grazing. In the city of Rosario is centered the largest wheat market in Argentina. There are numerous flour mills and a considerable sugar industry.

Entre Rios, between the Parana and Uruguay Rivers, leads the Republic in stock-raising and agriculture. Stock-raising predominates in the Province of Corrientes, still further north.

Other important agricultural provinces are Pampa Central, whose rich, undulating plains are well suited to the operation of tractors on a large scale; San Luis, Tucuman, where are located the majority of the great sugar plantations and mills, and Salta, heavily timbered and raising some sugar cane and coffee.

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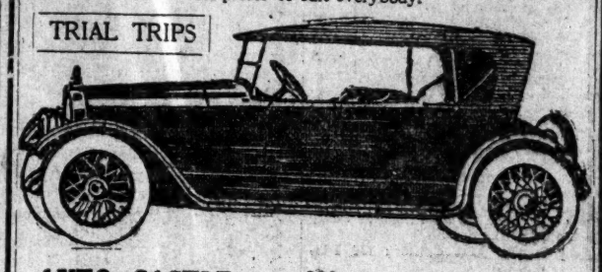

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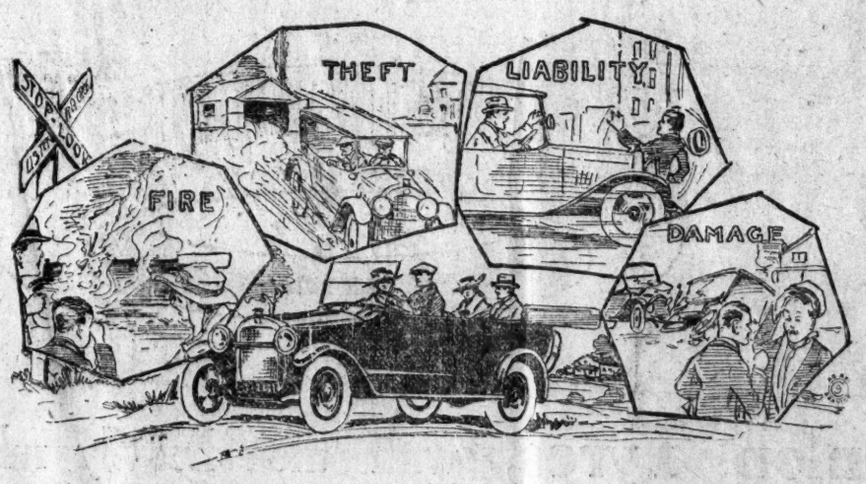

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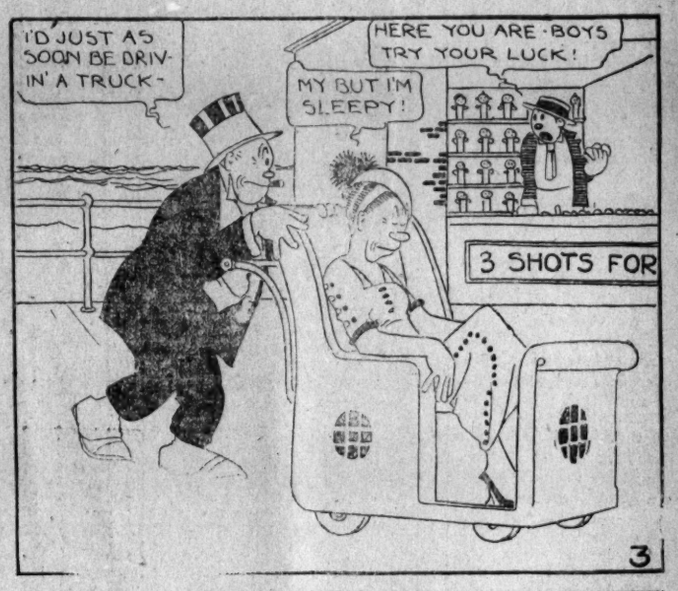
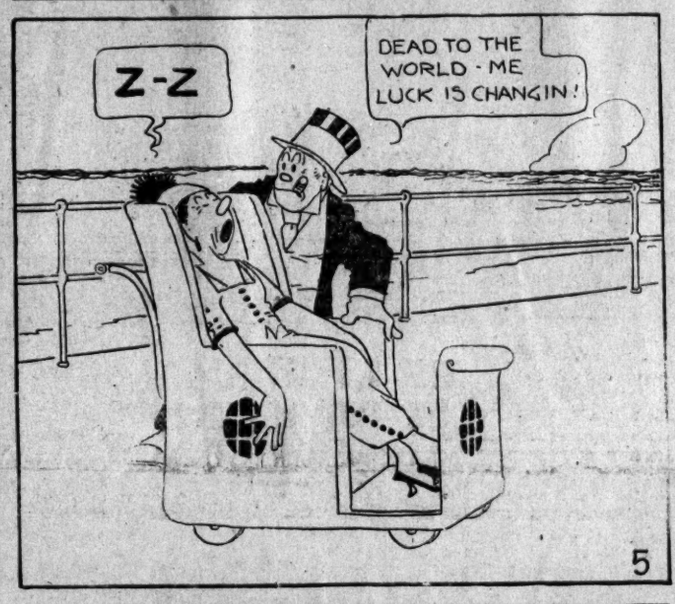
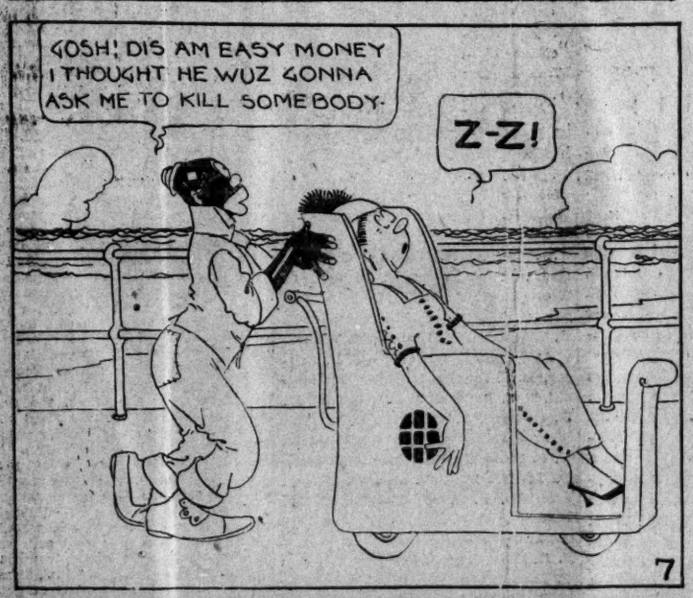
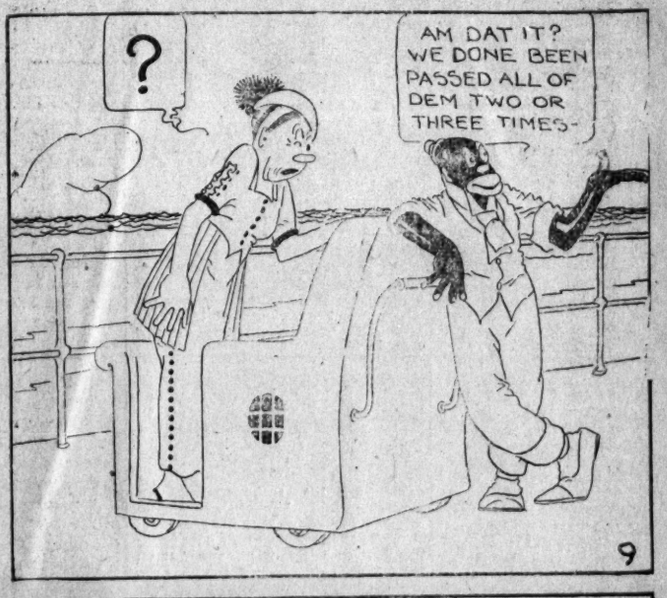
ROLL-CHAIR SAR-ROLL CHAIR!
I THINK I'LL TAKE A RIDE IN ONE OF THOSE CHAIRS- I'M TIRED-BUT I WANT YOU TO PUSH ME-
I THOUGHT TO SAID WE CAME HERE FOR A REST?
2









MY GOODNESS SHE AM ROUGH-
OFFICER-IS THERE ANY PLACE IN TOWN THAT KEEPS A LIST OF VISITORS?
YESSUM-AT THE NEWS PA-PER OFFICE
10

YOU'LL FIND EVERY ONE THAT REGISTERED FROM THE BEST TO THE LOW-EST HOTEL!
MR. SAM JONES- MRS. A FISH- MR AND MRS. B. GONE- MR. DINTY MOORE CASSIDY HOTEL!
CASHIER
TO THE PRESS ROOM
THE DAILY BUGLE
11

SPORTING NEWS SECTION
THE CHINA PRESS

SHANGHAI, SUNDAY, JUNE 29, 1919

CRICKET CLUB IS NOT AT HOME

Slight Sprinkling Of Spectators Does Not Dampen Player's Ardor

WICKET ON SOFT SIDE

Game Is A Draw And May Be Continued If Rain Ever Comes

Hardly by Domino

Yesterday the Cricket Club were not at home to the Recreation Club. There was not even a slight sprinkling of spectators but there was quite some sprinkling, nevertheless. At the end of the first chukka, Mr. Hayes had three points for three mafoos had been caught smoking while holding their masters' ponies.

It was a great day for cricket with the wicket on the soft side and favorable to attack, there was no hard and true surface. Having won the toss, Captain Barrett, who we understand is one of the best hat-trickers in the ring today, chose the ins. He ordered whiskey soda and the retinue that had gathered to watch the rain, gurgled something about "the same."

Harry Ollerdessen, who is not going to play baseball this season, did not bat as well as usual; Deeks shaped up well on the leg side, and K. J. McEuen, who made a welcome return to the greensward early this month, was clearly off form after the boycott. We understand, however, that it was a splendid match considering that the players of neither team had an opportunity to exert themselves because of the excellent weather conditions.

Braving the hot sun—even the grass showed the effects of its rays—the spectators and players gathered early, but not at the field, and these same spectators, as they ordered tea, were thoroughly satisfied with the match even if the Club did not more than double the score of their opponents and were dismissed by the fastest scoring wicket in the world. Middleton and Deeks were disappointments against Manley's bowling, Middleton hitting but one two bagger after he had been batting an hour and a half. Deeks hit all fouls.

Ollerdessen kicked six over the fence and dropped one in the ticket office of the New World. Willis made a swell glovehand stab and Bhoora made one of the best stops and throws seen this season. T. Main was not out. So were a lot of others.

Barrett was stumped once. The caddie asked him if he "liked plenty big rain." Thompson copped a six hit, rough tactics when Willis had only bid three lillies, and Read had a splendid analysis of 66 wickets in 32 overs for only 79 runs. The cheering then became vociferous. One was heard to say "well played, sir!"

There is something about the game of cricket that gets one. There was no umpire and several times good players, even men like Barrett and Ollerdessen, hit at balls that were very low. Twice Deeks should have been passed. But even when a batter missed the pill three times, he wasn't out, all because the umpire couldn't find a helmet and refused to take a chance on getting his neck all burned.

They played and played but still the enthralled reporter hung on, figuring that the game would certainly be over in time for the paper to go to press. Along about seven o'clock rain started to fall and the reporter was told that the game was a draw and that it would be continued—perhaps for two or three days. Then the box score will be published, of course.

I like cricket. I like the way it is played. I glory in the patience of both the players and those spectators who are just as active. Above all I like the spirit displayed by those who sat on the bleachers although bleachers does not seem to be the proper term. And I liked the tea, too, it comes at such a convenient time during the mixup.

There will be another game some day under better playing conditions and to all who crave an afternoon's enjoyment and excellent tea, I heartily recommend "cricket."

Hey! What d'ye wake me for? Gosh! It's still raining. No sport again. And what'll we fill the "pink" with?

Tomorrow's Band Program

The following program will be played by the Band in the Public Garden tomorrow, weather permitting, beginning at 5:30 p.m.:

1. March—Preparedness .....Deiro
2. Overture—Alessandro Stradella .....Flotow
3. Waltz—Epithalome .....Canno
4. Selection—Eugene Cnaguine .....Tschaikowsky
5. Humoresque—Piccolo Pie ...Slater
6. Selection—Offenbachiava .....Meyrolles

A. de Kryger,
Conductor-in-Change.

Smiles from the Mixed Court

Zau Man-nyi, who resides with his family in Wayside Road, was awakened shortly after 3 o'clock a few mornings ago by a cold draught sweeping across his bed. Making several sarcastic remarks about Mme. Zau's proclivity for leaving the door open at night he sleepily shook off the bedding and felt about for his slippers. He then noticed that a large chunk was missing from the wall of the room, leaving a gaping aperture through which the damp night wind and the light from the corner street lamp poured unrestricted in.

At the same time Zau thought he heard a slight noise in another part of the house. Abandoning the search for his other slipper he slid quietly out into the hallway and headed for the drawing room, whence shone a faint light. Peering within he saw Yi Kung-sung. Yi was evidently a collector. He had collected 1 cotton bed, 4 jackets, 4 iron buckets, 1 wooden tub and 1 pair of pants and appeared to be satisfied with this inventory, for he had piled the lot together on top of the tub and was about to shoulder the whole and go somewhere else when Zau arrived.

Zau slammed the door and accomplished a war whoop which brought Loh An-nyi and Tsang Ah-nyi bounding to the scene. Simultaneously Yi hit the door and things became scrambled. During the general confusion somebody punched Tsang Ah-nyi in the eye. The atmosphere was heavy with iron buckets, wooden ware and language and the clatter broke in upon the matutinal reflections of the corner C.P.C. who made an informal entrance through the gap in the wall, flashed his bullseye on the melee and separated the contestants.

Yi admitted to the court that he had designs on the Zau's household furnishings but denied passionately that he had caused the hole in the wall. The fact was brought out, however, that before he took up night work he had been a mason. An inside cell with practically no masonry in its construction was thought advisable under the circumstances and Yi will have his meals served in his room for the next two years.

Patriotism Per Sliding Scale

Oo Ah-foh was formerly in the employ of a Japanese gentleman, filling, theoretically, the position of coolie. The Japanese gentleman observed Oo closely for some time and was unable to detect him in any act which might even at a lax construction come under the term "work." So Oo was fired.

A couple of days later the erstwhile employe called around at the servants' quarters of his former employer and wagged his head solemnly at Oo Siau-sung and Yeu Ah-yung, cook and rischa coolie respectively for the establishment. In times like these, when China was making a patriotic stand for the reclamation of her sovereign rights, he stated, it was up to every Chinese to lend his endeavors solely to the benefits of his own countrymen. Clearly it was incumbent on his friends to resign their jobs. Still, it must be admitted that their boss was a good fellow and in this instance the demands of patriotism might be met by each of his auditors subscribing $3 to a fund which was being gathered for the benefit of indigent former employes of Japanese masters. But, Oo darkly confided, if his two friends could not see their way clear to do either of these things, he could not answer for what might happen to them. His listeners decided that the best thing to do was each to give Ooo $3.

Oo's patriotic temperament remained placid for a few days and then he returned to his friends and broke the news that the country's welfare demanded a further donation. Siau invited the caller out to a nearby tea shop to talk it over while the other Oo went rapidly around to the police station and borrowed a detective. These last two reached the tea table just in time to hear Oo make a flat demand on Siau for $10.

Oo disclaimed all knowledge of any demands for money when questioned by the court and protested that he had merely felt that his friends could find better jobs elsewhere and had urged them to resign for their own betterment.

Oo got three weeks.

Hard Luck With A Large H

What would you?

Zung Yoong-kyau was arrested on Avenue Edward VII the other evening for operating a bicycle after dark without lights.

"I was riding to a shop to buy matches to light my lamp," said Zung just before he paid his $2 fine.

INDOOR SPORTS By Tad

AND IT'S A HOWLDY GURDY OUTSIDE - HUH? I CANT HEAR YOU- GET UP CLOSER TO THE PHONE - WHERE??
YEAH 20 MORE NICKELS
STICK EDDIE STICK
DONT WEAKEN EDDIE
INDOOR SPORTS
DROPPING NICKELS INTO THE PLAYER PIANO AS THE MARRIED GUY OF THE PARTY TRIES TO TALK TO HIS WIFF OVER THE PHONE

At The Theaters

The screen version of Oliver Goldsmith's great story, "The Vicar of Wakefield," is the feature offering of the program that will be presented tonight at the Apollo theater. In addition to this picture, the comedy, "Ask Papa," is included in the bill. In this Harold Lloyd is star. At the matinee this afternoon at the Apollo two episodes of the stirring serial picture, "The Lightning Raider," will be shown.

Episodes of the great serial picture, "The Lightning Raider," in which Pearl White is star, will be given at the Apollo for three night beginning tomorrow. The program for the period will also include the comedy, "A Sammy In Siberia," and Pathe's American and British Gazette. Opening next Thursday "The Candy Girl" with Gladys Hulette as star will be offered at the Apollo.

One of the exceptional offerings of the week will be the entertainment to be given tonight in the Palm Garden at the Astor House by the Columbia Park Boys, the organisation of 42 San Francisco youths who are touring the world. For the entertainment the band accompanying the organisation will furnish music and in connection with it a dance will be held.

"The Splendid Sinner," a powerful drama in seven parts, in which Mary Garden appears as star, will be the big offering at the Victoria theater tonight and tomorrow night.

A novelty that will be presented at the Isis theater for four nights beginning this evening will be Edison's kinetophone talking pictures and with these will be shown a series of comedies in which Charlie Chaplin figures. At the Isis matinee this afternoon new episodes of the serial pictures, "The Bull's Eye" and "The Million Dollar Mystery' will be presented.

"Woman," a screen drama in seven parts, is the offering to be shown tonight and tomorrow night at the Olympic theater. It is one of Maurice Tourneur's great productions.

Baseball Today If Gods So Will

It looks pretty bad for baseball this afternoon but a doubleheader will be staged at the Race Course if the rain quits and the grounds are in any sort of shape. Shanghai hopes to play the Columbia Park Boys Club of San Francisco in the opener and the U.S.S. New Orleans nine in the second game of the dual attraction. The lads from 'Frisco will be accompanied by their band. Gill and Scott are announced as the local hurlers.

A Disconsolate Fan Reminisces

By J. G. S.

In the interest of suffering Shanghai and sporting humanity I take up my pen to write. Very soon unless the unvaried sequence of nice moist weekends breaks down, we shall have forgotten altogether what it feels like to sit at breakfast on a Sunday morning and glean from the little pink sheet who beat who on the previous day and who won what. The time when people in Shanghai used to ride and hunt, play football, cricket, tennis, baseball, hockey, golf and bowls seems so very long ago that surely it is not out of place to hark back to more ancient history still and tell of some of the things that used to brighten the playing fields at home.

In the rugged little land that lies north of the River Tweed and the Solway Firth, the game that commands the public attention and excites its enthusiasm is the game known in those climes as "fitba," and it is difficult for any one who has not really been an eye-witness to imagine the carnival of shouting, fighting, pushing, jostling and kicking that prevailed in the crowd at a big football match. I heard of a man who followed every movement of the game so thoroughly and enthusiastically that what with his feet and umbrella going continuously he never failed to raise the ire and indignation of the unfortunates around him and unvariably he returned home at night minus his hat, his umbrella and, if it were in Glasgow, his watch and chain.

Sometimes the rivalry amongst the players developed proportions that were a little more than healthy, though things were never quite so bad as a misprint once in an evening paper made out, when it said "The Celtics lost the toss and kicked up hell." There was once a worthy, however, whose cognomen was Plum and he was used to playing rather a sturdy game at center half. A highly exasperated opposing center forward once fired at him, "Look here, Plum, dye ca' that fit-ba?" "No," said Plum, "I don't." "Then what are ye here for?" asked the other. "Just tae keep you free playing Fit-ba an' am gettin' on fine."

When this policy of "Tak the man no the ba," (a policy dearly beloved by the spectators) was pursued, things would get very hot both on and off the field of play, excitement would run high, and even if his side was losing, a highly pitched partisan would certainly feel at least contented if the other side were left with only eight or nine men to finish the game. On one occasion, I am told, in the middle of such a match the ball was kicked right over the grand stand and got into a millpond hard by. It was difficult to get it and so it was a long time in coming. Finally a shout was heard from out of the crowd "never mind the ba' you lads but get on wi' the game."

It was a revelation to stand amongst a crowd of men at a football match and listen to their arguments and their comments.

Mostly they would start arguing about the play or the players and soon, the game quite forgotten, they would have gone over the whole range of human topics from "who invented postage stamps?" To the supremacy of the British navy. The referee was always a butt for the crossed but then it was part of his job being chaffed. It was more unfortunate when the players attracted attention. There was a very big, finely built fellow who played for a well known club at home and somehow or other he was not popular. One day he was not playing up to the mark and you can imagine the uproar that resulted when a voice called out to him "Geordie, Geordie, the referee's no lookin,' sneak off the field and get yer claes on, yer mither wants ye to rin some messages."

Presumably now that Peace has been signed a distinction can again be drawn between the Scotch and the English. At an International football match once, a highlander and a Sassenah stood together. The Englishman had a flask with him and frequently applied himself to it until the Scotchman's feelings got the better of him, "Man," he said nudging his companion, "I've noticed wan thing about you English buddies, yer fine at the dribblin' but yer nae damned good at the passin'."

Cricket on the other hand could not grip the crowd. Once or twice a year when big county matches were played in Scotland a fair crowd would assemble but it was no unusual thing to see a party of men forget all about the game and indulge in a quiet game of nap. I myself was once at a most interesting match and it was just at a moment of great excitement and a sprightly young chap called "Tait," whose brother, I believe, wields the willow not a hundred miles from Shanghai, was about to complete his century, when a big portly farmer-like man was heared to remark as he gazed skywards, "I wush the 'ren' wud come on." "What d'ye mean?" shouted a chorus of voices, "d'ye want to spile the cricket." "Wha the h——s botherin' aboot yer cricket," said the farmer, "it's the neeps 'am thinkin' aboot."

SWIMMING ASSOCIATION

The annual general meeting of the Shanghai Amateur Swimming Association will be held at the Rowing Club on Monday, July 7, at 6 p.m.

Shanghai Rifle Assn.

Benevolent Cup Entries

Eighty entries have been received for the Shanghai Rifle Association's Benevolent Cup competition which will begin at 5:30 a.m. tomorrow. Entries closed at noon yesterday.

Competitors will be squadded at the firing point and must retain their places in the same squad and on the same target number for the remainder of the competition.

Following are the competitors:

Morning Squad (47)—A. Q. Adamson, J. Bartolini, C. L. Boynton, L. G. Canda, F. M. Costa, A. M. Collaco, H. W. Dawson, L. Fukuchi, W. J. E. Forsyth, E. Fasting, T. Fujii, A. C. Godby, G. A. Garcia, C. P. Grant, A. S. Goldsmith, Y. Hori, E. K. Howe, William Hu, E. Heen, M. Iipina, R. I. Ito, A. W. Johnsford, D. Kajuvara, C. Matsuno, A. L. Mottu, T. Nagaike, K. Nakajima, H. Noisshiki, K. Nomura, S. Okada, T. Ohshima, U. Okugawa, C. Reeves, S. A. Ransom, R. Sasada, G. H. A. Snow, F. W. Snape, Y. Tamura, K. Tsunoda, H. Tobias, C. E. M. Thomson, G. Watanabe, T. Watanabe, E. O. Wilson, G. H. Willder, H. White.

Afternoon Squad (33)—G. F. Ashley, H. J. Barnes, H. Bone, F. Bonichi, T. C. Britten, H. F. Cranfield, K. D. Chen, C. E. Chow, B. Dawson, J. Evans, H. Fernandes, W. V. Field, Y. S. Tong, A. F. Gomes, A. Grossi, O. L. Ilbert, G. V. Jensen, H. W. Lambert, F. J. W. Melville, T. W. Mitchell, H. F. Munns, D. McAllister, C. McBain, McDivers, J. Macbeth, S. H. Peek, H. Priestley, W. T. Rose, T. H. Ryde, T. Spring, F. T. Smith, N. Thomson, R. F. Wilner.

TENNIS TOURNEYS FOR COLUMBIANS

Two Tournaments Announced For Members Of American And Columbia Clubs

The Tennis Committee of the Columbia Country Club announces two tournaments in which all members of the American Club and the Columbia Country Club are invited to take part. The first is an American round robin, men's singles, beginning Saturday, July 5 and ending Sunday, July 13. This tournament will be held on the grass courts and the intention is to select the best players to represent the Club in any contest to be held in Shanghai during the season.

The second tournament will be men's doubles on the grass courts and will be an elimination contest. This will begin on Sunday, July 13. A cup will be awarded the winner of the round robin and a pair of cups will be awarded the winners of the men's doubles. In the doubles contest, players will be permitted to select partners. No entries can be received after 12 o'clock noon on July 3.

LOCALS NEARLY BEAT SAILORS

Unforeseen Something Or Other In Ninth Leaves Game In Doubt

WET FIELD AFFECTS TEAMS

Also Others, Including One Overworked, But Conscienscious Sporting Scribe

Having got out of the habit during the past six or eight week-ends, a number of people omitted to journey to the ball park yesterday afternoon to see the Shanghai pastimers indulge in combat with the hard hitting team of the U.S.S. New Orleans. These people missed a lot.

Long before time for the Umps to sound the call to action the grounds were full and the groundkeepers closed the gates on the overflow.

Candor compels the statement that the field was not in the best of condition. Even the bright sunshine of yesterday morning and the drying breeze which swept the grounds failed to remove the aftereffect of last Monday's shower and every time a man slid across the plate the wash chased the fans off the lower bleacher seats. The players themselves, most of whom have grown web-footed during the past few weeks, did not mind it so much though.

Conditions being such it was Cap Bradley's idea that Bob Gill was about the party to put the New Orleans gunners out of action. At 2:45 the band began to exhibit a mild interest in the overture from the "Sunshine Girl" and Shanghai took the field.

Crow took most of it, having farthest to walk, and, having kicked it off his spikes, plied it up neatly along third base line. The fielders, being taken out in a sampan and dropped at thier various stations, did not get in on this.

Gill started off well, though the waves kept slopping into his eyes, and fanned the first two men. Rasmussen, second up, caused considerable excitement when he swung too hard at the last one, missed his footing and submerged. It was discovered after a five minutes' search that the undertow had swept him beneath the sailors' stands and he was hauled out and taken to the bench where a pulmotor was applied with satisfactory results. Four ladies fainted before the rescue.

The third batter was an easy out when he pulled the boner of attempting the side-stroke instead of the crawl to first on a passed fourth ball.

The band played a rollicking nautical air while a motor boat skimmed around to pick up the outfield.

Immediately Shanghai stepped to the bat it was apparent that the team had undergone a violent transformation since last seen in action. When Crow stepped up and slammed the ball out into deep right for three bags many people did not believe it. But when old Doc Hadley waded right up behind him and dumped a safe one just beyond second and then Frank Pomeroy landed the leather with a loud splash about where the Cricket Club front garden would be in normal times, clearing the bases, the crowd rose as one man, put its arms about each other's neck and huskily assured each other that it was indeed so. The boys were hitting like a last year's ford. The thing kept getting more and more apparent as the game went on and in the last stages a phillistinic gent sitting back of the plate, who had been busy with a pencil and paper during the contest, callously put forward that the reason was that, once up to the plate, the boys' feet got so firmly imbedded in the mud that the customary reaching of the right foot for the water-bucket became an impossibility and the batter just had to stand up there where he was within swiping distance of the pill.

With three runs to the good Shanghai was disposed to take things easy and so it went along, without much in the way of thrills—expect now and then as a fielder was taken with cramp and had to be salvaged by sampan—until the seventh. In this inning the men from the battleship evidently began to get back their sea legs and when Shanghai got back to the bench the navy had completed one more circumnavigation of the sacks than had the landsmen.

A new case of balls having arrived, the eighth opened, closing shortly thereafter with no alteration of the scoreboard. This was due to Smith's being called out for not touching second after having driven the ball to an unmarked and watery grave somewhere abaft the Lawn Bowls Club.

It was subsequently discovered that the keystone sack had gone adrift into left field but the Umps refused to revise the verdict.

In the ninth the sailors failed to score, but it looked as though the fact were immaterial. And then, when all seemed dark and bilious from a Shanghai angle Ma Nature stepped in and disarranged the outlook. A sharp gale of wind sailed in across the field from the west, kicking up a choppy sea, and it was observed that the facial facade of the New Orleans pitcher was taking on a pale green tinge. Before the demon Mal de Mer had loosened

its clutch, the seasick sailor had passed Hoffman, Bradley and Porterfield and with the bases thus congested and no one out Fate and the batting order brought to the plate none other than the mighty Cyrus.

The pallid pitcher wrung the water from his sleeve and as he whipped his arm forward the glistening ball shot high and straight across the plate—just where Cy likes 'em—and the slugger's war club swung to meet it.

As the reverberation of the ensuing concussion rushed to meet and become lost amid the cheers of the multitude the chastised pill was observed streaking it straight at the shortstop. With terrific impact it whanged against his shins and caromed up and backward toward the stands, higher and higher into the blue.

Crash! Driving irresistibly downward through the matted roofing of the press coop a large globule impinged viciously upon the nape of the neck of the lone reporter occupant, reclining, calm and beautiful in sleep, across the scorer's table.

Yawning nonchalantly* as the water trickled down his spine, the reporter gazed sadly at the deserted and frog infested ball field, wearily descended the stair and walked across Nanking Road to gaze with melancholy reminiscent gaze upon the hardware shop which now occupies the spot where in the good old days there stood the Grand Hotel Buffet.

*Of water.

Heavyweight Title Bout At Toledo, Ohio, Friday

Crafty Jess Willard Will Defend His Belt Against The Speedier And Younger Jack Dempsey

Appearing in the ring for the first time since he won the heavyweight championship of the world from Jack Johnson at Havana five years ago, Jess Willard on Friday afternoon at Toledo, Ohio, will defend his title. Jack Dempsey, eleven years younger than the champion, is the challenger.

Sporting writers in the United States favor Dempsey to win the bout against his older opponent but Willard has many admirers among the newspaper men who pick him to retain his crown as king of the ring's big men. Western writers, where Dempsey has done much of his fighting, are almost unanimous in predicting that the title will change hands. In the Central States, Dempsey is a slight favorite while the majority of Eastern critics believe that Willard's size, power and ring craftiness will halt Dempsey's ambitions.

Willard will enter the ring 40 pounds heavier than Dempsey and is said to be in the best possible condition after two months of hard training. Willard has a tremendous reach, 83½ inches and is a wonder on the defense as was exemplified in his fight with Jack Johnson. The champion is by far the best boxer although not so speedy as the challenger but Willard, if he lives up to his previous form, will not waste any energy in tiresome, useless footwork or futile punches. He never swings wildly. In all his bouts he has never taken a rash chance.

Dempsey Has Hard Task

Dempsey has his work cut out for him. Willard is known to be cool under fire and does not allow himself to be fooled by the impetuous, dashing style that has always featured Dempsey's appearances in the ring. And in addition to being one of the hardest men in the world to hit, because of his nigh-perfect defense, the title holder can stand a heavy bombardment of punches and can endure punishment without showing any apparent effect. This was clearly manifested in the fight with Johnson for the big negro pummelled Jess all over the ring in the early rounds.

Willard's assets are strength, boxing ability, his defensive tactics, reach and weight. But Dempsey is eleven years his junior. And Dempsey's record of 34 battles show that he has beaten 28 opponents by knockout punches.

Speedy Jack Dempsey he has been named. Possessing a peculiar style of fighting, he has won bout after bout because of his rushing, tearing, dashing tactics. In all but one fight Dempsey has carried the battle to his opponent and the single instance was early in his career when he was stopped by Jim Flynn in one round. In the bout on Friday Dempsey will rely on his boring tactics to stall off Willard's famous straight left and straight right, the blows that spelled Jack Johnson's downfall at Havana. Dempsey will fight at a terrific pace in an attempt to confuse Willard, it is his game, for the champion is jealous of his title, has again and again asserted that he would not take risks as did Sullivan and Corbett, either with his condition or ring tactics, and relies on his ring generalship to allow him to retire as undefeated champion of the world.

Dempsey is lighter, speedier and younger.

To Fight for Victory Bonds

The fighters will receive Victory Loan Bonds for their services. Willard is to get G.$100,000 and Dempsey will be given G.$27,500. They are not to fight on a split-purse basis as the laws of Ohio will not allow prize fights. Willard and Dempsey, to all intents and purposes, are hired by Tex Rickard to fight for the heavyweight championship of the world and if their services are satisfactory, they will be "paid."

In the meantime, both fighters have gathered in young fortunes by giving exhibitions and charging admission to their training quarters. As soon as Dempsey signed for the bout, he was taken on a tour of the Western States by his manager and gave exhibitions at G.$2,000 a day. Willard has made thousands of dollars by exhibitions and in the movies.

Both men have received a tremendous amount of advertising since the scrap was announced for July 4 and but one objection has been raised to holding the fight in Toledo. This was from Toledo soldiers now in France. They protested and charged that Willard refused to perform for the Red Cross and other war charities and Dempsey dodged the draft.

Shanghai American School Baseball Team

Top row—left to right: N. Patterson, cf; P. McDaniel, lf; J. Burke, substitute; P. Patterson, substitute; W. Elterich, rf.

Bottom row—R. Rugh, manager and 1b; D. McGinnis, 2b; D. Campbell, p and ss; J. Viking, 3b; Captain P. Haskell, ss and p; J. McGinnis, c.

In front—Pilley, mascot.

Winning five out of the 12 games played and scoring 114 runs, the Shanghai American School baseball team which recently closed its season was probably the best ever turned out at the institution. The team defeated the U.S.S. Elcano nine on April 26, the first time that an American School team here defeated a sailor baseball club.

Three of the five games lost went to sailor teams, St. John's University and Shanghai College being the only other clubs to defeat the schoolboys. The score of the St. John's game was 7-6.

The showing of the school baseball team this year shows the need of an athletic director at the institution. Starting with excellent material, the team was handicapped by lack of proper coaching and a scarcity of equipment. A donation of $150 from the Shanghai Amateur Baseball Club is used to purchase tennis, basketball and football equipment in addition to outfitting the baseball nine and the boys hope to remedy the financial discrepancy next year by appealing to local Americans for aid.

The securing of a coach should be a matter for the Baseball Club and it would be a simple matter for the local organization to arrange for a man to handle the American School team. Messrs. A. H. Swan, E. A. Turner and other local players aided the boys in getting into shape this season.

Following is a record of the season's games:

S. A. S. 11, Shanghai College 16.
S. A. S. 4, Tung Wen College 7.
S. A. S. 2, U.S.S. Quiros 6.
S. A. S. 7, U.S.S. Villalobas 20.
S. A. S. 4, U.S.S. Wilmington 5.
S. S. A. 7, U.S.S. Elcano 6.
S. A. S. 12, Jewish Recreation Club 3.
S. A. S. 5, U.S.S. Villalobas 13.
S. A. S. 32, Thomas Hanbury School 4.
S. A. S. 8, Shanghai College 1.
S. A. S. 16, Public School 1.
S. A. S. 6, St. John's University 7.

CRICKET IN ENGLAND

(*Reuter's Service*)

London, June 21.—Cricket:

Yorkshire beat Derbyshire by ten wickets.

Kent beat Sussex by an innings and 23 runs.

Surrey versus Cambridge drawn.

Hants versus Australians drawn.

Warwick versus North Hants drawn.

Lancashire versus Leicestershire drawn.

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This advertisement is issued by the British-American Tobacco Co., (China) Ltd.

ANNUAL MATCH COMES TUESDAY

Country Club And Cricket Club Tennis Teams To Meet In Annual Tourney

The annual lawn tennis match between the Country Club and Cricket Club will take place on Tuesday. There is plenty of rivalry between the members of the organisations and the supporters will be out in force to see the annual tournament.

One of the prominent members of the Country Club, in a note to the editor of THE CHINA PRESS, writes: "This is a contest of long standing; put your money on the Country Club."

The Country Club will be represented by J. Elmore and H. Phillips. R. F. C. Master and Skinner Turner. A. I. D. Stewart and K. D. Stewart. Martin Little and P. Marshall. C. M. G. Burnie and C. J. G. Hill.

ELWOOD S. BROWN TO RUN BIG GAMES

Man Prominent In Far East Athletics In Charge Of Inter-Allied Meet At Paris

Mr. Elwood S. Brown, formerly physical director of the Manila Young Men's Christian Association and secretary of the Far Eastern Athletic Association, is in charge of the mammoth inter-Allied athletic games which are to be held in Paris under the combined auspices of the Y.M.C.A. and A.E.F. The games start on Tuesday. Mr. Brown is now head of the physical training department of the Y.M.C.A. in France.

Representatives of 16 countries are entered in the big meet. These countries range in size from the commonwealth of Australia to the Kingdom of Hadiez, and include Belgium, France, Italy, Greece, Rumania, China, Poland, Brazil, Great Britain, Canada, Czecho-Slovakia, Japan, Portugal, Servia, Siam and the United States. These nations, with the exception of Brazil, actively participated in the fighting, Brazil, while not sending troops to France, had a great number of sons in the Portuguese army.

In addition to the countries named above, there are ten South and Central American republics, who, as Allies, have been invited to participate. These are Bolivia, Cuba, Ecuador, Guatemala, Haiti, Honduras, Nicaragua, Peru and Uruguay. These nations are reported to be unknown quantities in the meet.

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We claim and are ready to *prove* by *practical demonstration* that the special methods adopted and exclusively used by us for making Bowls produce a more accurate bias, and a truer Wood than any method adopted by other English and Scotch makers.

Both Woods in every pair delivered with equal energy, are guaranteed to run a like distance (within an inch or two) and possess the same amount of "draw."

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SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI LOCAL TIME IS ONE HOUR AHEAD OF RAILWAY TIME

SHANGHAI NORTH TO ZAHKOU—"DOWN" MAIN LINE. ZAHKOU TO SHANGHAI NORTH—"UP"

STATIONS	Local	Fast R	Slow	Cattle & Goods	Local	Ex press R	Local	Local
Shanghai North ..... dep.	....	7.35	9.00	10.00	....	14.50	15.50	....
Jessfield ..... dep.	....	7.51	9.16	10.23	....	15.06	16.10	....
Siccawei ..... dep.	....	7.58	9.23	10.38	....	15.15	16.19	....
Lunghwa Junction ..... dep.	....	8.15	9.40	10.53	....	15.30	16.25	....
Shanghai South ..... dep.	....	*7.45*	*9.10*	*10.20*	*13.35*	*15.00*	*16.00*	*17.55*
Lunghwa Junction ..... dep.	....	*8.15*	*9.40*	*10.53*	*13.52*	*15.30*	*16.29*	*18.12*
Sunghiang ..... dep.	....	8.59	10.48	12.02	....	16.07	17.42	....
Kashai ..... dep.	....	9.51	11.52	13.28	....	16.53	18.49	....
Kashing ..... dep.	7.40	10.25	12.30	14.35	....	17.22	19.20	....
Yehzah ..... dep.	8.45	11.05	13.15	15.50	....	17.53	....	....
Chaugzu ..... dep.	9.45	11.41	14.00	16.50	....	18.24	....	....
Hangchow ..... dep.	11.10	2.50	16.25	18.30	....	19.19	....	....
Zahkou ..... arr.	11.35	13.10	15.50	19.00	....	19.35	....	....

STATIONS	Local	Local	Fast R	Slow	Local	Cattle and Goods	Ex press R	Local
Zahkou ..... dep.	....	....	6.30	7.55	....	9.20	14.10	15.50
Hangchow ..... dep.	....	....	7.00	8.30	....	10.00	14.35	16.05
Chaugzu ..... dep.	....	....	8.04	9.48	....	11.40	15.20	17.36
Yehzah ..... dep.	....	....	8.41	10.31	....	12.39	15.51	18.40
Kashing ..... dep.	....	7.15	9.28	11.22	....	14.10	16.30	19.30
Kashai ..... dep.	....	7.48	9.53	11.55	....	14.48	16.52	....
Sunghiang ..... dep	....	9.05	10.47	12.59	....	16.08	17.40	....
Lunghwa Junction ..... dep.	*8.18*	*10.38*	*11.38*	*14.08*	*15.33*	*17.23*	*18.23*	....
Shanghai South ..... arr.	*8.35*	*10.55*	*11.55*	*14.25*	*15.50*	*17.40*	*18.40*	....
Lunghwa Junction ..... dep.	....	10.30	11.35	14.05	....	17.18	18.20	....
Siccawei ..... dep.	....	10.39	11.44	14.14	....	17.28	18.29	....
Jessfield ..... dep.	....	10.46	11.51	14.21	....	17.37	18.36	....
Shanghai North ..... arr	....	11.00	12.05	14.35	....	17.55	18.50	....

KONZENCHIAO TO ZAHKOU KIANGSHOO BRANCH LINE. ZAHKOU TO KONZENCHIAO

Konzenchiao....	dep.	6.50	8.25	11.25	14.00	15.55	18.35	Zahkou.....	dep.	—	10.10	12.25	....	17.20	....
Kenshangmun ..	dep.	7.10	8.50	11.40	14.15	16.15	18.50	Hangchow.....	dep.	7.30	10.40	12.45	14.55	17.50	19.15
Hangchow.....	dep.	7.20	9.15	11.52	14.24	16.30	19.00	Kenshangmun ..	dep.	7.42	10.57	12.57	15.12	18.07	19.27
Zahkou.....	arr.	—	9.40	12.10	....	16.55	....	Konzenchiao....	arr.	7.55	11.10	13.10	15.25	18.20	19.40

R. Restaurant Car.

Little Jimmy

1. "HM- GOIN' A LONG WAYS!"
"GREAT CAESER! I'VE LEFT MY IMPORTANT PAPERS FOR THIS TRIP AT THE HOUSE AND THERE'S NO USE OF MY GOING WITHOUT THEM!"
BAGGAGE
THIS WAY TO TRAINS
"CAN'T I GET 'EM FOR YOU, PAPA?"

2. "JIMMY, HERE'S SOME MONEY. RUN OUTSIDE, GET A TAXI, GO UP HOME IN IT AND GET A BLACK SATCHEL THAT'S ON MY BED AND THEN TAXI BACK AS FAST AS THE DRIVER CAN! I'D GO BUT I'VE GOT TO CHECK MY TRUNK!"
"ALL RIGHT PAPA!"

3. "TAKE ME UP TO MISTER THOMPSON THE LAWYERS HOUSE!"
"AW RI HOP IN SON!"

4. "STOP A MINUTE THERE'S A FRIEND OF MINE!"
"HI, JIM! TAKE ME TO WHERE YOU'RE GOIN' AT!"

5. "PLEASE STOP!"
"SURE!"
"OOH PINKEY! LOOKUT WHAT I GOT!"

6. "STOP 'ER JIM!"
"MISTER DRIVER, HOLD UP A MINUTE PLEASE!"
"HULLO!"
AND IN THE MEAN TIME

7. "YOUR TRAIN IS JUST ABOUT TO DEPART!"
"BUT MY DEAR SIR I HAVE IMPORTANT PAPERS ON THE WAY! COULDN'T THE TRAIN BE HELD A COUPLE OF MINUTES?"

8. "IMPOSSIBLE, SIR, THE GATE IS NOW CLOSED!"

9. "CIRCUMSTANCES HAVE MADE IT IMPOSSIBLE FOR ME TO USE MY TICKET! TO-DAY IS IT POSSIBLE TO OBTAIN MY MONEY BACK?"
TICKETS
"MORE SPEED AT THAT WINDY! I'VE GOTTA TRAIN TO CATCH!"

10. "MOVE UP!"
"HOLD YOUR TONGUE, SIR!"

11. "I'LL MOVE YUH MESELF THEN!"

12. "LET ME DOWN AT ONCE!"
TO THE STREET
"I'LL MOVE YUH SO FAR FROM THAT WINDY, IT'LL TAKE YUH A DAY TO GIT BACK!"

13. "IF TH' BOTH OF YE DON'T GO YER'E WAYS IN PEACE I'LL RUN YE IN!"

14. "OOH, THERE'S MY PAPA! KIN HE HAVE A DOUGHNUT?"
"SURE!"
"YETH!"
TICK TICK TICK
SWINNERTON 19

15. "NO FATHER HE MAY HAVE MADE YOU MISS YOUR IMPORTANT BUSINESS MEETING BUT I'LL NOT HAVE HIM PUNISHED FOR BEING UNSELFISH WITH HIS LITTLE PLAYMATES!"